TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS MEETING

JULY 22, 2021

6:00 P.M.

Zoom

https://us02web.zoom.us/j/88426172855?pwd=NVdDNWJnSkRUWXVpbzJvS3pIZkNidz09
Webinar ID: 884 2617 2855
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Sausalito
Susan Cleveland-Knowles

Tiburon
Alice Fredericks

County of Marin
Damon Connolly
Katie Rice
Stephanie Moulton-Peters
Dennis Rodoni
Judy Arnold

As allowed by Governor Newsom's Executive Order N-29-20, until further notice the TAM Board of Commissioners' meetings will not be providing an in-person meeting location for the public to attend. The Commission will meet via Zoom and members of the public are encouraged to participate remotely as described below. Note: this meeting will not be webcast on Granicus.

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How to provide comment on agenda items:

• Before the meeting: email your comments to jdoucette@tam.ca.gov. Please email your comments no later than 5:00 P.M. Wednesday, July 21, 2021, to facilitate timely distribution to Board members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the TAM Board members and will be placed into the public record.

• During the meeting (only): Your meeting-related comments may be sent to info@tam.ca.gov. During the meeting, your comments will be read (3 minutes limit per comment) when the specific agenda item is considered by the Board. Your comment will also become part of the public record. (In order to ensure staff receives your comment during the meeting, it is recommended that you send your comment early in the meeting.

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Late agenda material can be inspected in TAM's office between the hours of 8:00 a.m. and 5:00 p.m.
The TAM Office is located at 900 Fifth Avenue, Suite, 100, San Rafael.

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AGENDA

1. Chair's Report (Discussion)

2. Commissioner Matters Not on the Agenda (Discussion)

3. Commissioner Reports (Discussion)

   a. MTC Report – Commissioner Connolly

   b. Marin Transit Report – Commissioner Colin

   c. SMART Report – Commissioner Lucan

4. Executive Director's Report (Discussion)

5. Open time for public expression, up to three minutes per speaker, on items not on the Board of Commissioners' Agenda. (While members of the public are welcome to address the Board, under the Brown Act, Board members may not deliberate or take action on items not on the agenda, and generally may only listen.)

6. CONSENT CALENDAR (Action) – **Attachments**

   a. Approve TAM Board Meeting Minutes June 24, 2021

   b. Annual Review of TAM's Investment Policy and Debt Policy

   c. Approval of Extension of Interagency Agreements with Larkspur-Corte Madera and Kentfield School Districts for Crossing Guard Services

   d. Review and Accept the July 2021 Project Status Report

7. State Legislative Update (Action) - **Attachment**

8. Marin Transit's Annual Presentation and Funding Allocation

   a. Marin Transit Annual Presentation (Discussion) – **Attachment**

   b. Allocate FY 21/22 Transportation Sales Tax Funds (Measure AA) to Marin Transit (Action) – **Attachment**

   c. Allocate FY 21/22 Vehicle Registration Fee (Measure B) Funds to Marin Transit (Action) – **Attachment**

9. Update on US 101 Part-Time Transit Lane Feasibility Study (Discussion) – **Attachment**

10. Pandemic Response Update (Discussion) – **Attachment**

MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

JUNE 24, 2021
6:00 PM

Virtual Meeting

MEETING MINUTES

Members Present:	Alice Fredericks, Tiburon Town Council Brian Colbert, San Anselmo Town Council Damon Connolly, Marin County Board of Supervisors Dennis Rodoni, Marin County Board of Supervisors Kevin Haroff, Larkspur City Council Eric Lucan, Novato City Council, TAM Chair James Campbell, Belvedere City Council Chance Cutrano, Fairfax Town Council Judy Arnold, Marin County Board of Supervisors Kate Colin, San Rafael City Council Stephanie Moulton-Peters, Marin County Board of Supervisors, TAM Vice-Chair Susan Cleveland-Knowles, Sausalito City Council Urban Carmel, Mill Valley City Council
Members Absent:	Beach Kuhl, Ross Town Council Dan Hillmer, Larkspur City Council Katie Rice, Marin County Board of Supervisors
Staff Members Present:	Anne Richman, Executive Director Bill Whitney, Principal Project Delivery Manager Dan Cherrier, Principal Project Delivery Manager David Chan, Manager of Programming and Legislation Jennifer Doucette, Executive Assistant/Clerk of the Board Helga Cotter, Senior Accountant Li Zhang, Deputy Executive Director/Chief Financial Officer Nick Nguyen, Principal Project Delivery Manager Scott McDonald, Senior Transportation Planner

Chair Lucan called the meeting to order at 6:05 p.m.

Chair Lucan welcomed everyone to the meeting and asked Executive Director (ED) Anne Richman to introduce TAM's new Executive Assistant/Clerk of the Board, Jennifer Doucette, to the Board of Commissioners. Chair Lucan asked Ms. Doucette to conduct a roll call to ensure a quorum. A quorum of the Board was confirmed and detailed information about how the public may participate was provided.

1. Chair's Report (Discussion)

Chair Lucan reported that the electrical vehicle (EV) Drive Clean event at the Bon Air shopping center in Greenbrae was well attended and included vehicles from most major car manufacturers. Chair Lucan expressed his encouragement that considerable progress has been made over the past decade when a similar event only included vehicles from a few manufacturers and had significantly lower community participation.

2. Commissioner Matters Not on the Agenda (Discussion)

None.

3. Commissioner Reports (Discussion)

a. MTC Report – Commissioner Connolly

Commissioner Connolly reported that the Metropolitan Transportation Commission (MTC) approved its budget, as well as the budget for the Bay Area Toll Authority (BATA), and other MTC-related organizations. Commissioner Connolly shared some toll bridge traffic updates by BATA, including an increase in traffic levels and the expectation that toll bridge traffic will be restored to FY2018-19, pre pandemic level, by FY2024-25; traffic on the 6 state-owned toll bridges has increased 28% in FY2020-21, and has stabilized at 80% of the FY2018-19 level; and that recovery has not been equal across individual bridges with less traffic on the southern bridges, to date.

Commissioner Connolly reported that MTC allocated $83 million to various projects through the Safe & Seamless Mobility Quick-Strike Program, which is a one-time competitive grant using federal funds. Marin secured funding for 3 projects: TAM - $141K for planning and programming; Marin Transit - $1.2 million for bus stop improvements; and the Sonoma Marin Area Rail Transit (SMART) - $1.86 million for the multi-use pathway project between McGinnis Parkway and Smith Ranch Road in San Rafael.

Commissioner Connolly updated the Board on the Federal Transportation Act, which now is known as the INVEST in America Act. MTC is working closely with Congressman Huffman on several local and regional projects, including a San Rafael canal crossing. Lastly, Commissioner Connolly reported that a report from the BATA Recovery Ad-Hoc Working Group was issued and approved by MTC. The report focuses on issues such as the state of bridges, long and short-term projects, equity, strengthening the relationship between Caltrans and MTC, and FORWARD programs.

b. Marin Transit Report – Commissioner Colin

Commissioner Colin reported that effective June 15, 2021, Marin Transit and Golden Gate Transit increased the number of passengers allowed to 100% of seating capacity. Commissioner Colin updated the Board on the installation of the electric bus charging stations at the bus parking facility in Novato. The four new charging stations, funded through Measure AA and the State Low Carbon Transit Operation Program, are scheduled to be installed by late September 2021, before the arrival of the new battery-electric buses in October 2021.

c. SMART Report – Commissioner Lucan

Commissioner Lucan reported that $13.6 million has been secured to replace an aging bridge over the Russian River that will be necessary for a future SMART line to Healdsburg. Commissioner Lucan also reported that SMART welcomed its 2 millionth passenger since the start of passenger rail service.

4. Executive Director's Report (Discussion)

ED Richman announced the production and distribution of limited hard copies of the FY2019-20 COC/2020 TAM Annual Report and that copies have been sent to all Board members.

ED Richman updated the Board on protocols for public meetings, as mandated by Governor Newsom, to extend through September 30th. TAM is planning virtual meetings for July as new meeting logistics are developed for September and subsequent future meetings.

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ED Richman highlighted recent activities and transportation news including: the upcoming Bon Air Bridge closure, North-South Greenway construction progress, MTC Safe & Seamless Mobility Quick-Strike program, public comment period for Plan Bay Area 2050, Richmond-San Rafael Bridge Pathway and Connections survey, MTC recruitment for Policy Advisory Council, and the INVEST in America Act.

ED Richman called attention to this month's Caltrans report and noted that Caltrans is expecting to close the Central San Rafael off-ramp from northbound US 101 for a not-yet specified weekend in July.

In response to Commissioner Carmel's inquiry regarding future funding for Quick Strike Tier 1 projects that were not awarded MTC funds, ED Richman noted that TAM will continue to look for funding opportunities for those projects.

Commissioner Moulton-Peters reiterated the importance of funding the Blithedale project; and inquired about TAM's funding allocation for sea-level rise. ED Richman confirmed that there is a program within Measure AA for sea-level rise (approximately $200,00 per year) and explained that this amount allows TAM to perform collaborative planning with other agencies like Caltrans and the County of Marin towards sea-level rise solutions. Staff expects to present more detailed information on the sea-level rise program to the Board in the Fall of 2021.

5. Open Time for Public Expression

Chair Lucan asked if any members of the public wished to speak or had sent in an e-comment.

Doug Wilson from the Marin Conservation League (MCL) expressed the need to address sea-level rise and climate change. He inquired if greenhouse gas (GHG) emission is used as a criterion in the purchasing of vehicles by government agencies.

6. CONSENT CALENDAR (Action)

a. Approve TAM Board Meeting Minutes May 27, 2021
b. Safe Routes to School Contract Extension
c. Allocate Transportation Sales Tax Funds from Measure AA Category 2.1 for Local Infrastructure Projects

In reference to Item 6b, Commissioner Rodoni asked if the contract extension should trigger a request for proposal (RFP) process. ED Richman explained that the Safe Routes to School contract was procured with an RFP for a 3-year term with an option to extend for 2 additional years.

Commissioner Rodoni moved to approve the Consent Calendar and was seconded by Commissioner Arnold. Chair Lucan opened the item to public comment and hearing none, a roll call vote was conducted, and the motion passed unanimously.

7. State Legislative Update (Discussion)

Chair Lucan welcomed Gus Khouri, TAM's Legislative Advocate with Khouri Consulting, who presented the State Legislative Update.

Mr. Khouri reported on the State budget including the passage of Assembly Bill (AB) 128, education, Medi-Cal reimbursement rates, and high-speed rail. Mr. Khouri reported that Governor Newsom is making $3 billion available to the Transits and Intercity Rail Capital Program, for which Marin Transit, Golden Gate Transit, and SMART could qualify.

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Mr. Khouri highlighted both the Central Marin Regional Pathways Gap Closure Project ($1.3 million), and the San Rafael Canal Crossing ($1.5 million) as projects that would likely qualify for state funds if the additional $900 million in Active Transportation Program were to materialize.

Commissioner Cleveland-Knowles asked Mr. Khouri to clarify whether TAM's questions and comments on the draft Climate Action Plan for Transportation Infrastructure (CAPTI) were addressed by the State in the updated CAPTI document. Mr. Khouri deferred to ED Richman who explained that TAM will continue to work with the state agencies to clarify the CAPTI policy.

Chair Lucan opened this item to public comment. Seeing no others wishing to speak, Chair Lucan closed the item to public comment.

8. 2021 Transportation Sales Tax Strategic Plan (Action)

ED Richman advised the Board of a revised presentation that included public comments received on the Strategic Plan and staff's responses, which was sent to the Board and posted on the TAM website prior to the meeting.

Manager of Programming and Legislation David Chan presented the 2021 Transportation Sales Tax Strategic Plan with a recommendation to adopt the 2021 Strategic Plan, with the few revisions noted in response to the comments from the Citizens Oversight Committee (COC) and Marin Conservation League (MCL), on the condition that any additional comments received by the end of the 30-day public comment period on June 26, 2021, do not substantially alter the 2021 Strategic Plan.

Chair Lucan asked if any members of the public wished to speak or had sent in an e-comment.

COC Member Veda Florez from Novato commented that she would like more clarification on the formula used to measure equity success. In addition, Ms. Florez asked the Board to consider renaming the COC to the Community Oversight Committee, instead of Citizens' Oversight Committee.

COC Member & MCL representative Kate Powers commented that reduction of GHG emissions should receive more emphasis within the Strategic Plan. Ms. Powers asked how TAM defines and measures the sustainability of our transportation systems and how a sustainable transportation system can be achieved in relation to GHG emissions.

Organizing for Action (OFA) Marin representative Belle Cole expressed her support of the MCL public comment letter sent to the Board.

Chair Lucan asked if there were any other public comments and hearing none, he closed the item to public comment and asked ED Richman if she would like to respond to the public comments.

ED Richman clarified that TAM staff recommends incorporating language from the Measure AA Expenditure Plan (EP) goals in reference to the reduction of GHG into the Strategic Plan.

Chair Lucan opened the discussion to the Board members.

Commissioner Carmel commented that the Strategic Plan should include a "green" focus for a 21st century transportation system. He also commented on the potential conflict between reducing GHG and the increase in vehicular traffic as a result of increased housing.

Commissioner Cleveland-Knowles asked TAM staff for clarification of Guiding Principle (e) (Promote High Environmental and Conservation Awareness) of the Strategic Plan, and if it was possible to incorporate the reduction of GHG into that principle. In addition, she noted that the language used to describe Guiding Principle (e) may be outdated.

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In response to Commissioner Cleveland-Knowles, ED Richman explained that the definition of "environmental and conservation awareness" has changed over time, however, with the Board's direction, GHG language could be incorporated into Guiding Principle (e). ED Richman further noted that the development of the Guiding Principles should not conflict with the voter-approved Expenditure Plan.

In response to Commissioner Carmel's inquiry regarding meeting Plan Bay Area 2050 requirements, ED Richman explained that MTC will be implementing many projects and programs throughout the Bay Area that meet the Plan's requirements.

Commissioner Colbert thanked Commissioner Carmel for his comments and encouraged TAM staff to share these comments about the future of transportation.

Commissioner Moulton-Peters asked for clarification of where TAM staff recommends inserting GHG language into the Strategic Plan. She further commented that she did not believe GHG reduction would conflict with highway transportation projects and would like to see reference to GHG as explicit as possible.

ED Richman explained that the GHG language would be added to the Executive Summary of the Strategic Plan as an overall goal of the 2018 Measure AA Expenditure Plan.

Commissioner Moulton-Peters agreed with Commissioner Cleveland-Knowles that language used to describe Guiding Principle(e) is outdated and should be updated to incorporate specific GHG language.

Chair Lucan asked if there were any additional questions or comments, and hearing none, he asked TAM staff if the feedback and proposed changes could be incorporated into the Strategic Plan.

Mr. Chan responded in the affirmative, and ED Richman confirmed changing the first sentence of Guiding Principle (e) to read, "TAM will remain committed to working with program and project sponsors in a cooperative manner to deliver the Measure AA program with attention to environmental and conservation awareness and reducing greenhouse gas emissions".

In response to Commissioner Cleveland-Knowles' inquiry regarding the incorporation of the new goal language into the Strategic Plan, ED Richman stated that TAM staff will create a new section within the Executive Summary that restates the 2018 Expenditure Plan goal.

Chair Lucan confirmed that a subsequent vote to approve a revised 2021 Strategic Plan may occur should substantive comments be received before the end of the 30-day public comment period on June 26, 2021.

Commissioner Moulton-Peters made a motion to adopt the 2021 Strategic Plan with the proposed revisions recommended by TAM staff and was seconded by Alternate Haroff. A roll call vote was conducted, and the motion passed unanimously.

9. Adoption of the Proposed TAM FY2021-22 Annual Budget (Action)

ED Richman explained that the presentation will be co-presented by herself and Ms. Li Zhang, Deputy Executive Director/Chief Financial Officer.

Ms. Zhang recommended that the TAM Board review and adopt the Proposed TAM FY2021-22 Annual Budget, including the proposed work plan for FY2021-22 and the salary schedule effective as of July 1, 2021, pending the completion of the 30-day budget comment period.

Ms. Zhang reviewed the budget development timeline and process, an update on budget activities since the May board review, components of the annual budget, and the proposed revenues and expenditures for FY2021-22.

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ED Richman presented an overview of the work plans by the Agency's functional areas and noted that the work plan identifies the Agency's major planned work for the upcoming year.

Chair Lucan opened the discussion to the Board members.

Commissioner Cutrano asked if the budget included a specific line item for support of the Marin Wildfire Prevention Authority (MWPA), and if TAM staff considered such expenses within the budget to address wildfire risk.

ED Richman explained that there is not a specific line item for the MWPA, however, TAM staff has been working with the MWPA to provide guidance and access to the TAM travel demand model, which has extensive information about the roadway network and traffic patterns in Marin County. ED Richman explained that TAM staff will continue to support MWPA but does not anticipate an associated budget expenditure at this time.

Ms. Zhang clarified that any professional services or resources required outside of TAM staff will have a specific line item within the budget while all staff support time for various projects and programs are shown under the Salary/Benefit budget line.

Chair Lucan asked if any members of the public wished to speak or had sent in an e-comment.

Susannah Saunders commented in support of funding levels for Measure B, Element 3.3, to promote the use of EVs.

Marin-Sonoma EV Squad representative and Larkspur resident David Moller advocated for the wide-spread use of EVs to reduce GHG emissions. Mr. Moller commented in support of TAM's Alternative Fuels Program and the proposed funding level of $345K in the FY2021-22 Budget, and TAM's development of the EV Readiness Plan. However, the Marin-Sonoma EV Squad would like to see an increase in the funding level of the Alternative Fuels Program if the EV Readiness Plan identifies significant actions TAM can undertake to reduce GHG emissions. In addition, Mr. Moller commented in support of the Measure B Expenditure Plan 10-Year Review and looks forward to contributing during that process.

Sustainable Mill Valley Co-Head and Mill Valley resident Al Grumet expressed support for the proposed funding levels for the Measure B Alternative Fuels Program and the development of the EV Readiness Plan. Mr. Grumet commented on the need for flexibility regarding funding to address the fast-changing landscape of EV infrastructure, outreach, and education.

Chair Lucan asked if there were any other public comments and hearing none, he closed the item to public comment and asked ED Richman if she had any comment before opening the discussion to the Board.

ED Richman explained that TAM has the ability to make mid-year budget amendments, as appropriate. ED Richman also noted that there is an Alternative Fuel & Electrical Vehicle (AFEV) Ad-Hoc Committee that reviews the AFEV program and recommends changes, if needed. ED Richman explained that TAM is working in conjunction with the Marin Climate and Energy Partnership Group to fund and develop the EV Readiness Program. Lastly, ED Richman noted that increased awareness on both the State and Federal levels for EV use has resulted in significant increases in funding for EV programs and infrastructure.

Commissioner Campbell reiterated the urgent need to address sea-level rise. He further commented that TAM's scope of responsibilities should be clearly communicated to the public (e.g. wildfire evacuations).

Commissioner Colbert moved to adopt the Proposed TAM FY2021-22 Annual Budget, including the proposed work plan for FY2021-22 and the salary schedule effective as of July 1, 2021, pending the completion of the 30-day budget comment period, which was seconded by Commissioner Cutrano. A roll call vote was conducted, and the motion was approved unanimously.

The meeting was adjourned at 8:08 p.m.

DRAFT

Transportation Authority of Marin

DATE: July 22, 2021

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director
Li Zhang, Deputy Executive Director/Chief Financial Officer

SUBJECT: Annual Review of TAM's Investment Policy and Debt Policy (Action), Agenda Item No. 6b

RECOMMENDATION

The TAM Board reviews TAM's Investment Policy and Debt Policy and accepts the changes recommended to the TAM Investment Policy.

BACKGROUND

Both the TAM Investment Policy, originally adopted on April 26, 2007, and Debt Policy, originally adopted on July 26, 2007, require that the policies be reviewed annually and updated if necessary.

Please note that TAM has issued no debt so far and doesn't expect the need to do so in the foreseeable future. Currently, most of TAM's funds are invested in the Investment Trust of California (CalTRUST), a Joint Powers Authority established by public agencies in California for the purpose of pooling and investing local agency funds. Those funds will remain in CalTRUST and will be managed by TAM staff and CalTRUST financial advisors directly.

DISCUSSION/ANALYSIS

No changes to the Debt Policy are recommended for this round of review since the agency currently has no debt and does not expect any debt issuance in the foreseeable future. An in-depth review and update of the Policy will be conducted if the need arises to issue debt.

Staff reviewed the TAM Investment Policy with the support team from CalTRUST and confirmed that the Policy is up to date except for the liquidity timeline for the Short-Term Fund on Page 5 of the Policy under Section 8 Withdrawals, which has changed from "same-day" to "next-day" since the 2020 Policy review.

FISCAL CONSIDERATION

Not Applicable.

NEXT STEPS

The next review of the Investment Policy and Debt Policy by the TAM Board will be in June/July 2022.

ATTACHMENTS:

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(p) Securities issued by or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank (Supranationals), with a maximum remaining maturity of five years or less, and eligible for purchase and sale with the US, as authorized for local agency investment pursuant to California Government Code Section 53601(q). Purchase of eligible supranational securities shall not exceed thirty percent (30%) of the treasury fund balance.

Where a percentage limitation is specified for a particular category of investments, that percentage is applicable only at the time of purchase.

8. WITHDRAWALS

Requests for redemptions from the CalTRUST funds shall be made in accordance with the provisions established by the CalTRUST Board of Trustees in the CalTRUST Information Statement. Such redemptions shall be made through the CalTRUST web portal or through the submission of a Cash Transaction Notice provided by CalTRUST. The present liquidity schedule for the CalTRUST funds is as follows:

a) For the CalTRUST Government Money Market Fund, same-day liquidity provided notice is received prior to 1:00 pm Pacific Time any business day;
b) For the CalTRUST Prime Money Market Fund (currently the Liquid Environmentally Aware Fund), same-day liquidity provided notice is received prior to 11:00 am Pacific Time any business day;
c) For the CalTRUST Liquidity Fund, same-day liquidity provided notice is received prior to 12:00 pm Pacific Time any business day;
d) For the CalTRUST Short-Term Fund, next~~same~~-day liquidity provided notice is received prior to 9:30 am Pacific Time any business day; and
e) For the CalTRUST Medium-Term Fund, two-day liquidity provided notice is received prior to 9:30 am Pacific Time any business day.

9. LOSSES

Losses are acceptable on a sale before maturity, and may be taken if the reinvestment proceeds will earn an income flow with a present value higher than the present value of the income flow that would have been generated by the original investment, considering any investment loss or foregoing interest on the original investment.

10. DELIVERY & SAFEKEEPING

The CalTRUST third-party custodian shall hold all shares purchased through the CalTRUST program.

For securities purchased through a Special Purpose Investment, delivery of all securities shall be through a third party custodian. Non-negotiable certificates of deposit may be held in the TAM's safe. No security shall be held in safekeeping by the broker/dealer from whom it was

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Transportation Authority of Marin

DATE: July 22, 2021

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director
Dan Cherrier, Principal Project Delivery Manager

SUBJECT: Approval of Extension of Interagency Agreements with Larkspur-Corte Madera and Kentfield School Districts for Crossing Guard Services (Action), Agenda Item No. 6c

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RECOMMENDATION:

The TAM Board authorizes the Executive Director to:

1. Enter into Amendment 5 of Interagency Agreement A-FY17-02 with Larkspur-Corte Madera School District for reimbursement of one crossing guard for the 2021/2022 school year. The not to exceed amount will be increased by $19,000 to $107,000, and the termination date will be extended to July 31, 2022.
2. Enter into Amendment 6 of Interagency Agreement A-FY 15/16-001 (FA) with Kentfield School District for reimbursement of one crossing guard for the 2021/2022 school year. The not to exceed amount will be increased by $19,000 to $61,000, and the termination date will be extended to July 31, 2022.

BACKGROUND:

The TAM Crossing Guard Program provides trained crossing guards for critical intersections throughout Marin County. As stipulated in the original Transportation Sales Tax (Measure A) Expenditure Plan, the Program provides trained crossing guards by contracting with a professional company that specializes in crossing guard programs. Under contract, All City Management Services (ACMS) currently provides trained crossing guards under the general supervision of TAM staff. The 2021/2022 school year is the 16th year during which crossing guards have been funded by the TAM Crossing Guard Program.

The TAM Crossing Guard Program received a significant boost by the passage of Measure AA, the 30-year extension of Measure A, in the November 2018 election. Measure AA increased the funding share of sales tax revenue available for the Crossing Guard Program, which now can fund 96 guards annually.

DISCUSSION/ANALYSIS:

In addition to funding the 96 top-ranked locations, the TAM Crossing Guard Program includes provisions for local agencies, schools, or school districts to arrange for a guard to be provided through the TAM contract at a location below the funding cutoff by reimbursing TAM for the cost of the guard. The cost for

a guard is currently approximately $19,000 for a regular school year. Reimbursed guards are provided to our partners without mark-up. TAM staff treats these sites the same as TAM-funded sites in terms of program management, and provides identical oversight including site audits.

Currently two guard locations are funded in this manner, one by the Larkspur-Corte Madera School District (at Paradise Drive/Seawolf Passage), and one by the Kentfield School District (at Sir Francis Drake Boulevard and Wolfe Grade). Note, during the past year, afternoon service was added to the Drake/Wolfe Grade location. Multiple shifts were required at some locations due to block schedules resulting from COVID-19 impacts. Neither of these two locations are expected to need more than the standard morning and afternoon shifts.

This item requests authorization for the Executive Director to approve the extension of the agreements between TAM and these two school districts for provision of the two guard locations for the 2021/2022 school year.

FISCAL CONSIDERATION:

The two guard locations are reimbursed 100% by the Larkspur-Corte Madera and Kentfield School Districts. This action has no impact on the FY2021-22 TAM Annual Budget.

NEXT STEPS:

Upon Board approval, execute amendments to existing agreements.

ATTACHMENTS:

None

Transportation Authority of Marin

DATE: July 22, 2021

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director
Project Delivery Team

SUBJECT: Review and Accept the July 2021 Project Status Report (Action), Agenda Item No. 6d

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RECOMMENDATION

The Board reviews and accepts the July 2021 Project Status Report.

The Administration, Projects and Planning (APP) Executive Committee reviewed the report and heard a presentation of selected projects on July 12, and recommended this item be forwarded to the Board for acceptance.

BACKGROUND

In an effort to provide up to date funding and expenditure information that can help the Board and the general public understand the overall status of the suite of projects that TAM manages, the first TAM Project Status Report was developed and provided to the then-called TAM Finance and Policy Executive Committee for review at its October 8, 2018 meeting. It was determined through the report development and review process that updated TAM Project Status Reports will be presented to the Board and public for review every 6 months, with the last report provided in February 2021.

The intent of these updates is to provide the Board with a broad overview of projects directly managed by TAM to update and identify potential issues that may require future Board actions. As projects progress, they will require specific Board deliberations and actions, such as consultant contract amendments or acceptance of work products at these milestones.

DISCUSSION/ANALYSIS

Project Status Report Highlights:

The Project Status Report covers key on-going projects that are active and those that are in the planning phase.

Active Projects covers all projects that are in environmental, design or construction phases. These projects are well defined and, in most cases, fully funded. This report includes five active projects: (1) US 101 Marin-Sonoma Narrows – B7 and B8; (2) North-South Greenway Gap Closure Project – North Segment; (3) North-South Greenway Gap Closure Project – South Segment; (4) Class IV Bikeway on the I-580 Sir Francis Drake Boulevard off-ramp; and (5) Improve Bellam Boulevard off-ramp from Northbound US 101.

Planning Projects cover emerging high priority projects for which TAM is studying various options. These projects most likely will become active projects in the foreseeable future. The report includes four projects in the planning phase: (1) Northbound US 101 to Eastbound Interstate 580 Direct Connector, (2) State Route 37, (3) Improvements to Highway 101 Interchanges and Approaching Roadways, and (4) Marin County US 101 Part Time Transit Lane Study.

In addition to the active and planning project reports, staff have included an update on the Alternative Fuels Program.

FISCAL IMPACTS

Not Applicable

NEXT STEPS

The next Project Status Report update will be provided in early 2022.

ATTACHMENTS

Attachment A - July 2021 TAM Project Status Report

Transportation Authority of Marin

Project Status Report

July 2021

ON-GOING PROJECTS

A. PROJECTS – ACTIVE

US 101 Marin-Sonoma Narrows Overview 1
US 101 Marin-Sonoma Narrows – B7 and B8 2
North-South Greenway Gap Closure Project – Northern Segment 4
North-South Greenway Gap Closure Project – Southern Segment 6
Class IV Bikeway on the I-580 Sir Francis Drake Blvd Off-Ramp 8
Improve Bellam Boulevard Off-Ramp from Northbound US 101 10

B. PROJECTS - PLANNING PHASE

Northbound US 101 to Eastbound I-580 Direct Connector 12
State Route 37 14
Improvements to Highway 101 Interchanges and Approaching Roadway 16
Marin County US 101 Part Time Transit Lane Study 18
Alternative Fuel Program 20

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Project Status Report - Active — July 2021

Project: US 101 Marin-Sonoma Narrows Overview

Partners Caltrans, Sonoma County Transportation Authority and Transportation Authority of Marin

Jurisdiction(s) Novato, Petaluma

Scope

Widening of approximately 17 miles of US 101 from four to six lanes by adding HOV lanes in each direction; improving public transit and access to SMART rail network; installing continuous Class I and Class II bikeways between Novato and Petaluma; and constructing new interchanges and frontage roads to remove unsafe access from private properties and local roads.

Project will be completed through a series of phases based on operational priority and funding availability.

Status

- Design is complete for the HOV lanes between North Novato to Olompali (MSN B7) and awaits construction in December 2021.
- Construction is complete for the Highway 101 San Antonio Creek bridge and curve correction (Segment B3), spanning three miles at the Marin/Sonoma County line.
- All remaining HOV Sonoma County segments are either underway or completed. Remaining landscape projects are still outstanding.

Issues/Areas of Concern

Additional funding was needed to complete the remaining HOV-lane segment in Marin, but full funding has been achieved with SB1 SCCP and MTC federal discretionary funds. Funds are still needed to complete remaining non-HOV lane projects, such as ROW relocation and landscaping.

MARIN-SONOMA NARROWS STATISTICS

Project length.....17 miles

Avg. daily traffic – 2017.....153,000 vehicles

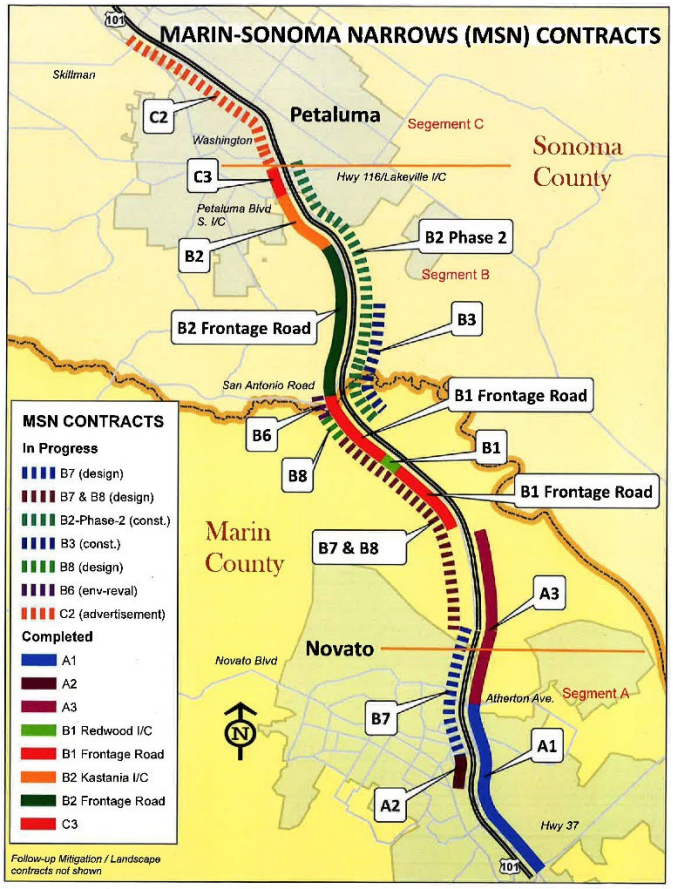
Avg. daily truck traffic – 2013.....6,200 trucks

Marin County / Sonoma County total populations.....258,000/495,000

Vehicle hours of delay (at less than 35 mph).....978,400

Funds programmed for MSN.....~$720,819,000

Funds needed to complete MSN.....~ $31,540,000



Major Phase Status	
A1	Completed
A2	Completed
A3	Completed
B1 Phase I	Completed
B7 (Formerly B1-Phase II; See Fact Sheet)	In Progress
B2 Phase I	Completed
B2 Phase II	In Progress
B3	Completed
B8 (Formerly A4 & B5; See Fact Sheet)	In Progress
B6	In Progress
C1	Completed
C2	In Progress
C3	Completed

Project Status Report - Active

July 2021

Project: US 101 Marin-Sonoma Narrows – B7 and B8

Partners Caltrans, Sonoma County Transportation Authority and Transportation Authority of Marin

Jurisdiction(s) Novato

Scope

Construct a southbound HOV lane from 0.3 mile south of the Marin/Sonoma County line to just south of Franklin Avenue Overhead, and a northbound HOV lane from 1.7 miles north of Atherton Avenue Overcrossing to 0.3 mile south of the Marin/Sonoma County line, improving mobility for public transit and access to SMART rail system. Project includes bridge widening, interchange modifications (Redwood Landfill Interchange), completing all HOV lanes in the NB and SB directions, standardizing shoulders, Class II bike lane construction and correcting the roadway horizontal alignment and vertical profile, along with relocating remaining utilities.

Status

The project design is currently fully funded with local and federal funds, with HOV Lane design (MSN B7) completed in December 2020. Competitive SB1 Solutions for Congested Corridor Program (SCCP) funding was awarded to the B7 project, and MTC federal discretionary funds were approved in May 2021 to complete the full funding plan for B7 project. Advertisement of the B7 project is anticipated in September. The MSN B8 design in on-going.

Issues/Areas of Concern

- The project is an aggregate of three MSN projects, formerly called the B1 Phase II, A4 and B5 projects. Due to the potential lengthy process with right-of-way (ROW) acquisition, the project was split into two concurrent paths: (1) design and construction of the HOV lanes (MSN B7) and (2) ROW acquisition and utility relocation (MSN B8).
- The B8 project may likely face significant challenges with ROW acquisition since some of the ROW needed is now occupied by a solar panel farm.

Updates from Previous Report

- B7 (HOV Lanes) design completed in December 2020.
- MSN B8 utility relocation design is on-going.
- SB1 SCCP funds were awarded in December 2020.
- RM3 litigation elevated to the State Supreme Court.
- B7 expected to be advertised in the fall.

Schedule	
Planning	N/A
Environmental Clearance	2009
Design	2019-2020
Right of Way and Utilities	2018-2023
Construction	2022-2024

Estimated Cost by Project Phase	
Planning	N/A
Environmental Clearance	N/A
Design	$8,300,000
Right of Way and Utilities	11,100,000
Construction	123,100,000
TOTAL	$142,500,000

Funding by Source	
STIP Right of Way Excess Fund	$4,550,000
SB1-LPP	500,000
SB1-LPP-F	3,500,000
STIP-CRSSAA	1,122,000
Measure AA Sales Tax	12,750,000
Fed STP	2,000,000
SB1-SCCP	40,118,000
RM3, MTC Fed Discretionary	77,960,000
TOTAL	$142,500,000

Project Status Report - Active

July 2021

Project: US 101 Marin- Sonoma Narrows – B7 and B8

Contracts and Agreements Managed by TAM

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY18-12	5	Open	BKF Engineers	Design and Support Engineering Services	$6,500,000	STIP ROW Fund & STP	$6,322,334	97%
A-FY20-36	1	Open	Caltrans – MSN B7	PS&E, ROW Support and Capital	$500,000	STIP ROW Fund	$137,540	28%
A-FY20-37		Open	Caltrans – MSN B8	PS&E, ROW Support and Capital	$3,686,500	STIP ROW Fund	$103,043	3%
				TOTAL	$10,686,500		$6,562,917	61%

Project Status Report - Active — July 2021

Project: North-South Greenway Gap Closure Project – Northern Segment (Larkspur Segment)

Partners TAM, MTC, Caltrans and the City of Larkspur
Jurisdiction(s) Caltrans and the City of Larkspur

Scope

The Northern Segment of the North-South Greenway Gap Closure Project will close a key gap in the local and regional non-motorized transportation network between the Central Marin Ferry Connector bridge over Sir Francis Drake Boulevard and the pedestrian overcrossing of US 101. The Gap Closure Project is being delivered in two segments, the Northern Segment and the Southern Segment. (Northern Segment shown in the adjacent graphic as orange alignment.)

Status

- Final design is complete for project in Caltrans R/W and nearly complete for project on Old Redwood Highway
- Northern Segment construction documents prepared in two phases, work within Caltrans R/W and work along Old Redwood Highway within the City of Larkspur. This allows phasing of construction.
- Construction is well underway. Caltrans is managing and administering construction.

Issues/Areas of Concern

- Several abandoned utilities have been discovered and are in conflict with project elements. Resolution of the conflict has caused delay and impacted the funding contingency and schedule.
- Replacement of the stairs leading from the new path structure to the wooden boardwalk cannot be replaced due to unknown "as-built conditions".

Updates from Previous Report

- Financial information updated.
- Construction of the bridge/pathway crossing Corte Madera Creek continues.
- TAM and our designers are supporting construction activities.
- A contract addendum was issued for the final design of the Old Redwood Highway pathway.

Schedule	
Planning	Complete
Environmental Clearance	Complete
Design	In Progress
Right of Way and Utilities	In Progress
Construction	2021-2022

Estimated Cost by Project Phase	
Planning	-
Environmental Clearance	$1,100,000
Design	3,785,000
Right of Way and Utilities	-
Construction	15,603,637
TOTAL	$20,488,637

Funding by Source	
RM2	$16,585,000
CMAQ (Old Redwood Highway)	1,120,000
Measure A Interest Funds	1,000,000
SB1 LPP Incentive	1,500,000
BAAQMD Grant	283,637
TOTAL	$20,488,637

Project Status Report - Active

July 2021

Project: North-South Greenway Gap Closure Project – Northern Segment

Contracts and Agreements Managed by TAM

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY15-08	8	Open	Moffatt & Nichol	Environmental, Plans, Specifications and Estimates, Construction Administration (PAED, PS&E) (CON Support)	$4,325,000	RM2, Measure AA	$3,481,563	80%
A-FY21-29	1	Open	Caltrans	Construction and Construction Support	$12,436,171	RM2 TFCA SB1 LPP	$2,887,074	23%
				TOTAL	$16,761,171		$6,368,637	37%

Project Status Report - Active — July 2021

Project: **North-South Greenway Gap Closure Project – Southern Segment (Larkspur & Corte Madera Segment)**

Partners MTC, SMART, the City of Larkspur and the Town of Corte Madera

Jurisdiction(s) Larkspur, Corte Madera

Scope

The Southern Segment of the North-South Greenway Gap Closure Project will close a key gap in the local and regional non-motorized transportation network between the southern terminus of the Northern Segment through a private easement (not yet secured) then along the SMART right-of-way south to Wornum Drive to connect to existing multi-use paths. The Gap Closure Project is being delivered in two segments, the Northern Segment and the Southern Segment. (Southern Segment shown in the adjacent graphic as red alignment.)

Status

- The use of the SMART right-of-way has been secured.
- The County of Marin Department of Public Works has agreed to be the implementing agency for the initial alternative's alignment analysis and environmental analysis. TAM is the project sponsor.

Issues/Areas of Concern

- The Southern Segment requires acquisition of private right-of-way by means of easement.
- Subject to resolving the funding constraints project delivery for the Southern Segment has been suspended.

Updates from Previous Report

- No activity to report

Schedule	
Planning	Completed
Environmental Clearance	TBD
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD

Estimated Cost by Project Phase	
Planning	-
Environmental Clearance	$700,000
Design	TBD
Right of Way and Utilities	850,000
Construction	TBD
TOTAL	$1,550,000

Funding by Source	
RM2	$1,550,000
TOTAL	$1,550,000

Project Status Report – Active July 2021

Project: North-South Greenway Gap Closure Project – Southern Segment

Contracts and Agreements Managed by TAM

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
A-FY14-22		Open	Marin County, Dept of Public Works	Project Management	$446,015*	RM2	$446,015	100%
A-FY14-21		Closed	Sonoma-Marin Area Rail Transit District (SMART)	Boundary Survey and Title Research	$75,000	RM2	$52,652	100%
A-FY18-18		Closed	Sonoma-Marin Area Rail Transit District (SMART)	Right-of-Way	$850,000	RM2	$850,000	100%
				TOTAL	$1,371,015		$1,348,667	100%

*The original allocation was $1.35M and the remainder was re-directed to another project.

Project Status Report - Active

July 2021

Project: Class IV Bikeway on the I-580 Sir Francis Drake Blvd Off-Ramp

Partners Caltrans, Transportation Authority of Marin, BATA, and City of San Rafael

Jurisdiction(s) Caltrans and City of San Rafael

Scope

Create a two-way barrier separated Class IV Bikeway on the Sir Francis Drake off-ramp connecting Francisco Blvd East with Andersen Drive. The new Bikeway utilizes the shoulder between the outside barrier and the single lane travel way.

Status

TAM has been working with Caltrans, the Bay Area Toll Authority (BATA) and the City of San Rafael to deliver the project for public use.

TAM has provided funding for the project development and capital construction costs. Caltrans has provided staff to review and approve the project at their cost. BATA has provided construction support at their cost.

Bikeway is open for public use.

Issues/Area of Concern.

None

Updates from Previous Report

Project construction complete. BATA and the City of San Rafael completed improvements to Francisco Blvd East to enhance access to the Richmond San Rafael Bridge.

Caltrans is collecting usage data as part of a four-year pilot study.

Schedule	
Planning	Complete
Environmental Clearance	Complete
Design	Complete
Right of Way and Utilities	Complete
Construction	Complete

Estimated Cost by Project Phase	
Planning	-
Environmental Clearance	$50,000
Design & CON Support	390,000
Right of Way and Utilities	-
Construction	1,300,000
TOTAL	$1,740,000

Funding By Source	
Measure A Sales Tax	$1,740,000
TOTAL	$1,740,000

Project Status Report – Active July 2021

Project: Class IV Bikeway on the I-580 Sir Francis Drake Blvd Off-Ramp

Contracts and Agreements Managed by TAM

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY17-02	3	Open	BKF Engineers	Provide environmental and design services.	$440,000	Measure A/AA Sales Tax	$394,411	89%
A-FY20-34		Open	Bay Area Toll Authority	Capital Construction	$1,300,000	Measure A Sales Tax	$1,086,004	84%
				TOTAL	$1,740,000		$1,480,415	85%

Project Status Report - Active

July 2021

Project: Improve Bellam Boulevard Off-Ramp from Northbound US 101

Partners Caltrans, Transportation Authority of Marin, and City of San Rafael

Jurisdiction(s) Caltrans and City of San Rafael

Scope

Improve the Bellam Avenue off ramp from US 101 by widening the two lanes immediately past the core point. Traffic making a left turn at Bellam will be directed to the left lane, while traffic heading to I-580 or turning right on Bellam will stay in the right lane. An extra lane will be added near Bellam to reduce the lane changes required to make a right on Bellam if exiting from eastbound I-580.

Status

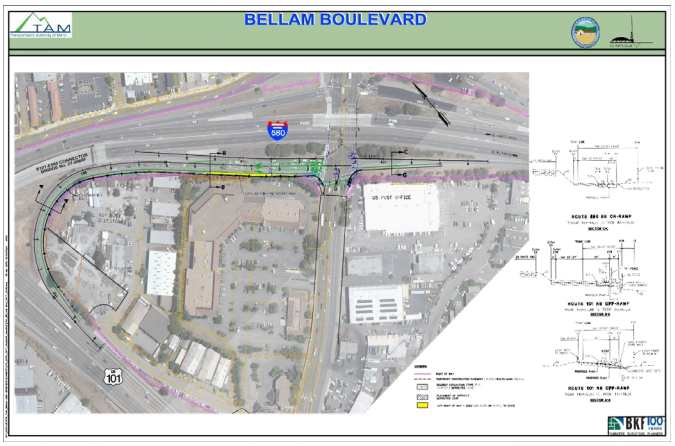
The CEQA document was recorded on August 15, 2018. Design approval from Caltrans is expected in 2021 along with the right of way certification. The County of Marin has signed the co-operative agreement which will have to be renegotiated. The Project has required a redesign and is short funds to complete.

Issues/Area of Concern

The recent design changes along with the transfer of funds from this project to the Sir Francis Drake Flyover have left a funding shortfall of approximately $2.8 million. The Right of Way agreement with Marin Square has expired and will require new negotiations. Tree removal must occur before the end of January 2022.

Updates from Previous Report

Redesign due to unanticipated Bay Mud soil conditions is nearing approval by Caltrans. This change along with a transfer of money to another project has led to a funding shortfall that has been partially met by the transfer of LPP money. The shortfall has increased since the last report due to updated construction estimates and reconciliation with the Sir Francis Drake Flyover Project.



Schedule	
Planning	Complete
Environmental Clearance	Complete
Design	Complete Nov 2021
Right of Way and Utilities	Dec 2021
Construction	Begin Jan 2022

Estimated Cost by Project Phase	
Planning	$30,000
Environmental Clearance	90,000
Design	1,250,000
Right of Way and Utilities	600,000
Construction	6,000,000
TOTAL	$7,970,000

Funding By Source	
Measure A and AA Sales Tax	$3,450,000
Local Partnership Program	1,737,000
TOTAL	$5,187,000

Project Status Report – Active July 2021

Project: Improve Bellam Boulevard Off-Ramp from Northbound US 101

Contracts and Agreements Managed by TAM

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY17-02	3	Open	BKF Engineers	Complete design services including environmental.	$1,130,000	Measure A/AA Sales Tax	$867,783	76%
A-FY19-17		Open	County of Marin	Agreement to manage construction including construction management	$4,000,000 (See Bullet Below)	Measure A Sales Tax	$63,888	1%
				TOTAL	$5,130,000		$931,671	18%

- This agreement was executed based on original cost estimates and will likely need to be amended.

Project Status Report – Planning Phase July 2021

Project: Northbound US 101 to Eastbound I-580 Direct Connector

Partners Caltrans, Metropolitan Transportation Commission, Transportation Authority of Marin, City of San Rafael and City of Larkspur

Jurisdiction(s) Caltrans and City of San Rafael

Scope

Construct a direct connection route between northbound US 101 to eastbound I-580 accessing the Richmond-San Rafael Bridge for travel eastbound toward Contra Costa County. The eastbound approach to the RSR Bridge is one of only two toll bridges in the Bay Area accessed by low speed local roads with traffic signals resulting in traffic delays on local roads and US 101.

Status

In 2018, voters approved Regional Measure 3 in an amount that would fully fund Alternative 3. This Alternative will be very similar to the existing Bellam off-ramp from US 101, however Bellam Boulevard would be crossed with an elevated structure. I-580 would be widened to three lanes.

Issues/Area of Concern

Approval would be required from Caltrans to accept the relatively slow design speed associated with the curve of Alternative 3. Increasing traffic in the area may someday require that the design accommodate the westbound I-580 to southbound US 101 movement. The design for this project must consider rough design of that concept, to accommodate potential future construction.

Updates from Previous Report

Outreach has begun. Initial meetings have taken place for an Ad Hoc Committee of TAM Board members, an Executive Steering Committee, a Technical Advisory Committee and a Stakeholder Working Group consisting of 20 individuals that will help guide the design alternative process. Currently there are nine alternatives. Schedule was updated.

Potential alternative alignments

Schedule	
Planning	2020
Environmental Clearance	2024
Design	2026
Right of Way and Utilities	2026
Construction	2029

Estimated Cost by Project Phase	
Planning	$1,750,000
Environmental Clearance	3,500,000
Design	9,000,000
Right of Way and Utilities	18,000,000
Construction	115,000,000
TOTAL	$147,250,000

Funding by Source	
RM3	$135,000,000
Measure A Sales Tax	100,000
Measure AA Sales Tax	16,500,000
TOTAL	$151,600,000

Project Status Report – Active July 2021

Project: Northbound US 101 to Eastbound I-580 Direct Connector

Contracts and Agreements Managed by TAM

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY12-09	1	Closed	CSW/Stuber-Stroeh Engineering Group (Task Order 32)	Develop Alternatives, Cost Estimates, Graphic Rendering, Environmental Evaluation	$102,000	Measure A Sales Tax	$102,000	100%
C-FY20-01	1	Open	Kimley-Horn & Associates, Inc.	Project Approval and Environmental Document (PAED)	$6,500,000	Measure AA Sales Tax	$1,409,630	21%
C-FY20-02		Open	Fremier Enterprises Inc.	Project Management	$400,000	Measure AA Sales Tax	$104,654	26%
A-FY20-38		Open	Caltrans	Project Initiation Document	$180,000	Measure AA Sales Tax	$37,440	21%
				TOTAL	$7,182,000		$1,653,724	23%

Project Status Report – Planning Phase July 2021

Project: State Route 37

Partners Caltrans, Metropolitan Transportation Commission, and Transportation Authority of Marin, Sonoma, Napa and Solano Counties

Jurisdiction(s) Marin County

Scope

State Route 37 is a key transportation corridor stretching from US 101 in Marin County to Interstate 80 in Solano County. Within the past six years, it has been studied by UC Davis, Caltrans and MTC. It is being evaluated by a policy committee comprised of transportation authorities from Marin, Sonoma, Solano and Napa counties to address sea level rise, traffic congestion, transit options and recreational activities.

Status

MTC funded and completed a Corridor Plan in June 2018, prioritizing congestion relief in Segment B in Solano and Sonoma Counties. Segment A consists of Marin and portions of Sonoma County. Segment C is located in Solano County.

Caltrans conducted public outreach in conjunction with the Corridor Plan with a series of workshops, web surveys and two rounds of focus meetings.

Issues/Area of Concern

A 1,500-foot segment of the four-lane freeway, between US 101 and Atherton Avenue in Novato, had been closed due to the flooding of Novato Creek in January and February 2017. Caltrans spent about $6 million to reopen the highway. The same segment along with portions near Atherton Ave flooded in February 2019, leading to additional highway closures.

Updates from Previous Report

MTC commenced a Design Alternative Assessment study for Segment A, which will conclusively define various alternatives for the year 2100 ultimate project. The work will support, in parts, Caltrans' on-going environmental clearance of interim projects in Segment A.

MTC continues the work to environmentally clear the interim congestion relief project in Segment B. They plan to be in construction by 2024 pending funding availability.

Caltrans commenced a corridor-wide Planning & Environmental Linkage (PEL) study from US 101 to I-80 to document a preliminary consultation process with the regulatory agencies of all key issues present in the corridor in an effort to streamline future environmental clearance of the ultimate project. It anticipates completion by mid 2022.

Schedule – Segment A	
Planning	2018
Environmental Clearance	2022
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD

Estimated Cost by Project Phase – Segment A	
Planning	TBD
Environmental	TBD
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD
TOTAL	TBD

Funding by Source – Segment A	
City/County	$169,765
TOTAL	$169,765

Project Status Report – Planning Phase July 2021

Project: State Route 37

Contracts and Agreements Managed by TAM

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
A-FY16-10		Closed	Solano Transportation Authority	Design Alternatives	$40,000	City/County	$40,000	100%
C-FY17-16	1	Closed	CSW/Stuber-Stroeh Engineering Group (Task Order 11)	Segment A - Improvement Concept Study	$88,000	City/County	$85,922	97%
A-FY19-10		Closed	NVTA, STA, SCTA and TAM	SR37 Travel Behavior Feasibility Study	$11,765	City/County	$11,765	100%
A-FY19-07		Closed	County of Marin	SR37 Adaptation Study	$30,000	City/County	$30,000	100%
				TOTAL	$169,765		$167,687	98%

Project Status Report – Planning Phase July 2021

Project: **Improvements to Highway 101 Interchanges and Approaching Roadway**

Partners Caltrans, Marin County, Marin's Cities, Marin Transit, Golden Gate Transit

Jurisdiction(s) Marin County

Scope

The Measure AA Expenditure Plan includes a category that provides funding for studies of interchanges on Highway 101. The implementation category goal is to "Improve Highway 101 local interchanges and freeway access routes to reduce congestion, improve local traffic flow, and address flooding impacts throughout the county".

These funds will be used to address Highway 101 interchanges at several locations in Marin and will be used as "seed money" to attract regional, state and federal funds for planning, public outreach, and to develop the scope of improvements needed for all users of the interchanges.

Status

TAM has retained a consulting firm to assist staff with the development of long-term program goals and objectives and to prepare initial studies of the interchanges. The initial studies will be developed to outline existing conditions, define constraints, and present opportunities for improvements. Based on the findings in the studies an implementation & prioritization plan will be developed and presented to the Board to define future actions.

Issues/Area of Concern

None

Updates from Previous Report

Staff and the consulting team continue to develop studies. Draft improvement concepts have been prepared and reviewed with local agencies. Evaluation methodology is being developed to assess benefits of proposed improvements.

Schedule	
Planning	2020-2022
Environmental Clearance	TBD
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD

Estimated Cost by Project Phase	
Planning	$1,875,000
Environmental	TBD
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD
TOTAL	$1,875,000

Funding by Source	
Measure AA Sales Tax	$1,875,000
TOTAL	$1,875,000

Project Status Report – Planning Phase **July 2021**

Project: Improvements to US 101 Interchanges and Approaching Roadway

Contracts and Agreements Managed by TAM

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY20-05		Open	HNTB Corporation	Professional Engineering Services	$1,875,000	Measure AA Sales Tax	$810,859	43%
				TOTAL	$1,875,000		$810,859	43%

Project Status Report – Planning Phase July 2021

Project: **Marin County US 101 Part-Time Transit Lane Study**
Partners Caltrans, Marin County, Marin's Cities, Marin Transit, Golden Gate Transit
Jurisdiction(s) Marin County

Scope

This study will provide a feasibility assessment for part-time bus operations on the shoulder of US 101 in Marin County. Bus on Shoulder is a proven concept to improve transit reliability and speed according to recent FHWA guidance, and the study will be used to assess feasibility of a pilot project on Highway 101 in Marin County as part of a system of enhancements planned for the corridor. The study will identify the proposed location of bus on shoulder facilities in the county, preferred operational concept, and quantify potential user benefits and improvement costs.

Status

TAM has retained a consulting firm to assist staff with the development of the feasibility study and concept design, cost estimates and operational plans for the project among other items. Based on the findings in the studies an implementation plan will be developed and presented to the Board to define future actions.

Issues/Area of Concern

None

Updates from Previous Report

The Feasibility study is currently being drafted for public review and the final report will be prepared pending board comments.

Schedule	
Planning	2020/2021
Environmental Clearance	TBD
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD

Estimated Cost by Project Phase	
Planning	TBD
Environmental	TBD
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD
TOTAL	TBD

Funding by Source	
Caltrans Planning Grant	$308,000
TOTAL	$308,000

Project Status Report – Planning Phase

July 2021

Project: Marin County US 101 Part-Time Transit Lane Study

Contracts and Agreements Managed by TAM

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY20-07		Open	Kimley-Horn and Associates, Inc.	Planning Services	$308,000	Caltrans Grant	$231,922	75%
				TOTAL	$308,000		$231,922	75%

Project Status Report – Planning Phase July 2021

Project: **Alternative Fuel Program**
Partners Public Agencies
Jurisdiction(s) Marin County

Scope

The Alternative Fuel Program supports the development of alternative fuel infrastructure (such as electric vehicle charging stations) and public agency fleet replacement needs. The program also supports education and outreach of the benefits of alternative fuel vehicles.

Status

Ongoing. Major update of the program was announced in October 2020 including budget amendment, and work is underway. Staff have completed invoicing for College of Marin and San Rafael City Schools installations of 149 EV Charging Stations. A funding agreement with Marin General Services Authority was approved by their board to conduct a countywide EV Readiness plan. Staff have begun development of an equity outreach program with discussions with County Equity Office underway. Technical reports released to Public and agency partners.

Issues/Area of Concern

None at this time.

Updates from Previous Report

Work is underway in delivering this program.

Project Status Report – Planning Phase July 2021

Project: Alternative Fuel Program

Contracts and Agreements Managed by TAM

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
N/A		Open	Belvedere	EV Fleet Rebate Program	N/A	Measure B VRF	$2,000	N/A
N/A		Open	San Rafael City Schools (117 heads), College of Marin (32 heads)	EV Charging Station Rebate Program	N/A	Measure B VRF	$244,922	N/A
Various		Open	Multiple	Outreach and Technical Assistance	N/A	Measure B VRF	$57,433	N/A
				TOTAL			$304,355	

PROJECT PHASE DEFINITIONS

Planning – Complete project studies to define general project parameters.

Environmental Clearance – Completion of and approval of environmental studies and/or reports. Environmental analysis assesses the potential impacts a project may have on the natural and/or built environment.

Design – Engineer and design project leading to the preparation of plans, specifications and construction estimates. Resource agency permits are obtained in the final design stage in preparation to advertise the project for construction bidding.

Right of Way and Utilities – Establish cost and obtain ownership/passage through a given area for the benefit of project completion. Establish utilities needed for the project and relocation if necessary. Right-of-way certification required if using federal funds or if the project is on state highway system.

Construction – Includes actual construction, construction management and construction related design. Actual construction close-out duration may go for years after scheduled completion date shown.

Project Management – Project or construction management and oversight support of projects to carry out elements of construction. Project management is provided by in-house agency staff and consultants. Typically includes construction materials testing for contract compliance.

ACRONYMS AND ABBREVIATIONS

ABAG	Association of Bay Area Governments
ATP	Active Transportation Program
BAIFA	Bay Area Infrastructure Financing Authority
BAAQMD	Bay Area Air Quality Management District
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMP	Congestion Management Program
CO-OP	Cooperative Agreement
CTC	California Transportation Commission
DPW	Department of Public Works
EEMP	Environmental Enhancement and Mitigation
EIR	Environmental Impact Report
EIS	Environmental Impact Study
ENV MITG	Environmental Mitigation
EV	Electric Vehicles
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GGT	Golden Gate Transit
GGBHTD	Golden Gate Bridge Highway and Transportation District
HOT Lane	High Occupancy Toll Lane
HOV Lane	High Occupancy Vehicle Lane
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
JARC	Job Access and Reverse Commute Program
LOS	Level of Service
MCBC	Marin County Bicycle Coalition
MPO	Metropolitan Planning Organization
MPWA	Marin Public Works Association
MT	Marin Transit
MTC	Metropolitan Transportation Commission

ACRONYMS AND ABBREVIATIONS

MTS	Metropolitan Transportation System
NEPA	National Environmental Policy Act
NOP	Notice of Preparation
NTPP	Non-motorized Transportation Pilot Program
OBAG	One Bay Area Grant
PA&ED	Project Approval & Environmental Document
PCA	Priority Conservation Area
PCI	Pavement Condition Index
PDA	Priority Development Area
PS&E	Plans, Specifications and Engineers Estimates
PSR	Project Study Report
RHNA	Regional Housing Needs Allocation
RM 2	Regional Measure 2
ROW	Right of Way
ROW CAP	Right of Way Capital
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users
SCS	Sustainable Communities Strategy
SLPP	State Local Partnership Program
SMART	Sonoma Marin Area Rail Transit
SR2S	Safe Routes to School
STA	State Transit Assistance
STIP	State Transportation Improvement Program
STIP-IIP	Interregional Transportation Improvement Program
STIP-RIP	Regional Transportation Improvement Program
STP	Surface Transportation Program
TBD	To Be Determined
TCRP	Traffic Congestion Relief Program
TEA-21	Transportation Equity Act for the 21st Century
TIP	Federal Transportation Improvement Program
VRF	Vehicle Registration Fee

Transportation Authority of Marin

DATE: July 22, 2021

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director
David Chan, Director of Programming and Legislation

SUBJECT: State Legislative Update (Action), Agenda Item No. 7

RECOMMENDATION

Staff recommends that the TAM Board adopts positions on new or updated legislative bills, shown on the TAM Bill Matrix (Attachment B).

BACKGROUND

In January 2021, TAM adopted a Legislative Platform in guiding policy decisions and communicating TAM's goals to the Legislature and other agencies. The TAM Board has also directed staff to monitor relevant legislative bills and adopt positions of support and opposition on bills pertinent to TAM. When appropriate, staff has proposed comment letters to convey TAM's positions on these bills and policies. These bills are arranged in TAM's Bill Matrix for monitoring as the bills progress through the legislative process.

In addition to reporting on legislative bills, staff and Khouri Consulting, TAM's Legislative Consultant, have periodically provided the Board with updates on the state budget and other relevant state issues applicable to TAM.

For the July TAM Board meeting, Mr. Khouri will provide updates on:

- FY 21/22 State Budget
- TAM Bill Matrix
- Adopted Climate Action Plan for Transportation Infrastructure (CAPTI)

DISCUSSION

FY 21/22 State Budget

The Governor signed the FY 21/22 State Budget into law on June 28, 2021 after it was passed by the State Legislature on June 14, 2021. The FY 21/22 State Budget includes a projected $75.7 billion surplus and $24.4 billion in reserves. With the surplus, the budget expanded into areas not significantly addressed in past budgets, such as Medi-care for undocumented immigrants over the age of 50, K-14 education funding repayment, broadband expansion, affordable housing, and wildfire protection. Other areas of interest for the Bay Area and Marin include:

- $600 million – Sustainable Communities Strategies (SCS) Implementation
- $1 billion – Transit and Intercity Rail Capital Program (TIRCP)
- $400 million – Climate Adaptation Planning and Infrastructure Program (CAPIP)
- $500 million – Active Transportation Program (ATP) - Will not be available for expenditure unless additional legislation is enacted by October 10, 2021.
- $1.75 billion – Affordable Housing Program
- $1 billion – Homelessness Program (over two fiscal years)
- $1.45 billion – Project Homekey

The budget has also made considerable investment in Zero Emission Vehicles (ZEV) and Infrastructure, including:

- $660 million – Clean Vehicle Program for light, medium, and heavy-duty vehicles
- $525 million – Clean Vehicle Rebate
- $125 million – ZEV Manufacturing
- $150 million – Equity Transportation Programs
- $100 million – Transit buses and infrastructure
- $150 million – School buses and infrastructure
- $45 million – Local Air Districts for medium and heavy-duty vehicles

Climate Adaptation, separate from the $400 million noted above for Climate Adaptation for transportation, includes:

- $731 million for drought resilience
- $440 million for climate resilience
- $258 million for wildfire prevention and forest resilience

In Section 273 of the State Budget Act, specific earmarks were named, including several in Marin:

- $1,000,000 for the Marin Municipal Water District (MMWD) for drinking water infrastructure
- $1,000,000 for the City of Sausalito for North Bay Children's Center
- $1,000,000 for the City of Larkspur for Larkspur Library
- $1,000,000 for the City of San Rafael for the San Rafael Library
- $4,000,000 to Homeward Bound of Marin to end Marin veteran homelessness.

While not specifically in Marin, $20 million was set aside for the Metropolitan Transportation Commission (MTC) for the Bay Area Housing Finance Authority (BAHFA). BAHFA partners with cities and counties to address the Bay Area's chronic housing affordability challenges.

Discussions are also still underway about designated funding for State Route 37.

The State Legislature passed the FY 21/22 State Budget by the constitutional deadline of June 15, 2021 but left many placeholders for the Governor and the State Legislature to settle in the coming weeks, if not months. Further trailer bills are anticipated to provide more details related to the funding for the sustainable communities block grant (named the "Housing Policy Development Program"), climate adaptation, active transportation, and supplemental TIRCP funding.

Mr. Khouri provided a report (Attachment A) on the FY 21/22 State Budget and will discuss the pertinent issues to transportation and to TAM at the July 22nd meeting.

TAM Bill Matrix

As expected, the State Legislature has proposed fewer bills in 2021 than a normal state legislative session without a pandemic. The TAM Board has directed staff and Mr. Khouri to monitor relevant bills since the beginning of the 2021 State Legislative Session, which are listed in the TAM Bill Matrix shown in Attachment B.

The TAM Bill Matrix includes updates on existing bills that are being monitored by staff and Mr. Khouri and also includes three new bills: AB 128 (Committee on Budget), AB 149 (Committee on Budget), and SB 129 (Skinner).

AB 128 and SB 129 were the bills that passed the State Budget Act of 2021 and signed by the Governor, as detailed above. AB 149 (Committee on Budget) extends relief for farebox recovery requirements for transit agencies receiving STA, LCTOP and State of Good Repair funds through FY 22/23. AB 149 suspends TDA and STA penalties for this duration. Staff is recommending a support position for AB 149.

The State Legislature is scheduled to recess on July 16, 2021 before reconvening on August 16, 2021. Mr. Khouri will provide updates on the State Legislative Session and some of the bills on the TAM Bill Matrix.

Climate Action Plan for Transportation Infrastructure (CAPTI)

Since its introduction on March 10, 2021, staff and Mr. Khouri has periodically reported updates on developments of the CAPTI document. On July 12, 2021, CAPTI was adopted by the California State Transportation Agency (CalSTA). While CalSTA reported that CAPTI was developed through collaboration with many different state agencies along with extensive outreach and engagement with stakeholders, the approval process for CAPTI did not include the State Legislature.

TAM transmitted a comment letter on May 18, 2021 to CalSTA Secretary, David Kim, sharing TAM's concerns and areas of support. Staff commented that the general principles of CAPTI are supportable, but concerns remain on how the State will implement CAPTI and its impacts on future state funding.

CAPTI potentially can have large impacts on discretionary state funding decisions and priorities with transportation projects as part of a new climate action strategy to reduce greenhouse gas (GHG) emissions. It should be noted that CalSTA recognizes that funding from Senate Bill 1 (SB1) must be used as intended by voters for transportation purposes and will continue the "fix-it-first" approach to maintaining the state's highways, roads, and bridges. However, it remains to be seen how CAPTI will affect the overall state transportation funding landscape, particularly with highway projects and other projects seen as capacity inducing or not GHG friendly.

The final adopted CAPTI document can be downloaded from: https://calsta.ca.gov/-/media/calsta-media/documents/capti-july-2021-a11y.pdf.

Mr. Khouri will discuss in more detail the adoption of CAPTI and potential impacts to state discretionary funding for transportation projects at the July 22nd meeting.

FISCAL IMPACTS

No immediate fiscal impacts. Any potential fiscal impacts from the FY 21/22 State Budget to TAM will be reported to the TAM Board at future meetings.

NEXT STEPS

Continue to monitor bills in TAM's Bill Matrix and developments with the FY 21/22 State Budget, particularly with pending trailer bills and their impacts to transportation funding and convey TAM's positions to our partner agencies and pertinent Legislators when warranted.

ATTACHMENTS

Attachment A: Khouri Consulting Report on State Legislative Update
Attachment B: TAM Bill Matrix – July 2021

July 13, 2021

TO: Board Members, Transportation Authority of Marin
FROM: Gus Khouri, President
Khouri Consulting LLC

RE: STATE LEGISLATIVE UPDATE – JULY 2021

FY 2021-22 State Budget Summary
Governor Newsom has signed AB 128 (Ting), the main FY 2021-22 budget bill, and SB 129 (Skinner), the supplemental budget bill, authorizing $262.6 billion in spending, including revenue for transportation infrastructure as follows:

- **Transit and Intercity Rail Capital Program (TIRCP) - $2.6 billion** in funding to augment the annual $500 million, for a total of $3.1 billion divided as follows: $1 billion for rail in preparation for the 2028 Los Angeles Olympics, $1 billion for rail infrastructure statewide, $500 million for grade separations, and $100 million for zero-emission rail and transit equipment purchases.
- **Road Infrastructure - $2 billion** ($1.1 billion special funds through 2028, and $968 million federal funds) to support the advancement of priority State Highway Operation and Protection Program (SHOPP) projects, Interregional Transportation Improvement Program (ITIP) projects, and local road and bridge investments.
- **Regional SCS Implementation - $600 million** ($100 million from the General Fund and $500 million federal funds) for Housing and Community Development Department to provide additional planning and implementation grants to regional entities for Sustainable Communities Strategies (SCS) implementation, infill developments, targeted towards the state's climate goals and reducing vehicle miles traveled.
- **Active Transportation Program (ATP) - $500 million** (General Fund) to help clear the backlog for Cycle 5 for active transportation projects and projects identified for completion prior to 2028.
- **Zero-Emission Rail and Transit Equipment Purchases and Infrastructure** - **$407 million** ($100 million General Fund, $280 million Public Transportation Account, and $27 million federal funds) to demonstrate and purchase or lease state-of-the-art, clean bus and rail equipment and infrastructure that eliminate fossil fuel emissions and increase intercity rail and intercity bus frequencies.
- **Zero-Emission Buses and Trucks - $1.4 billion** ($1.3 billion General Fund, $87 million Air Pollution Control Fund) to demonstrate and purchase or lease green buses and trucks.
- **Zero-Emission Vehicle (ZEV) Infrastructure - $3.2 billion** over three-years for ZEV infrastructure.
- **State and Local Climate Adaption - $400 million** from the General Fund for state and local grants to begin addressing climate change impacts to transportation. Caltrans reports that increasing temperatures, larger wildfires, heavier rainstorms, and rising sea levels and storm surges associated with climate change are posing a significant risk to the State's transportation infrastructure.

- **Clean California Program - $918 million** (General Fund) to be appropriated as follows:
  - **$296 million** for local projects on local streets and roads, tribal land, parks, pathways, and at rail and transit centers.
  - **$335 million** for statewide litter cleanup on the state highway system.
  - **$287 million** for beautification projects.

SB 129 also includes language, specifically pertaining to ATP, TIRCP, and the State and Local Climate Adaption funding, stating that money shall not be available for encumbrance or expenditure unless additional legislation is enacted by October 10, 2021. This language is directly related to the stalemate on exhausting the remaining $4.2 billion Proposition 1A appropriation for high-speed rail. Governor Newsom is requesting the funds to complete high-speed rail construction in the San Joaquin Valley, advance work to launch service between Merced and Bakersfield, advance planning and project design for the entire project, and leverage potential federal funds. The legislature has been reluctant to grant the funding, citing those investments into existing rail systems would be more beneficial. Given that funding for high-speed rail is being delayed, items pertaining to transportation will not be reconciled until August. The legislature will adjourn for Summer Recess between July 16 and August 16. Regular Session concludes on September 10.

Farebox Recovery Relief (FRR)
On July 1, the legislature sent AB 149 (Committee on Budget) to the Governor. This bill would extend statutory relief in meeting farebox recovery requirements for receiving State Transit Assistance (STA), Low Carbon Transit Operations Program, and State of Good Repair funds, through FY 22-23. It also suspends Transportation Development Act (TDA) and STA penalties for this duration. The bill adds a list of new exemptions from the FRR calculation including on-demand service and micro transit service beyond fixed-route service, costs for security, ticketing services, pensions, planning for improvements in transit operations, integration with other operators and agencies, transitioning to zero-emission operations, and for compliance with state and federal mandates. The bill is pending action by the Governor.

Potential Solutions for Additional Funding
As enacted, AB 128 contains $2 billion ($1.1 billion from interest earned in state transportation funds through 2028, and $968 million federal funds) for the State Highway Operation and Protection Program (SHOPP), Interregional Transportation Improvement Program (ITIP), and local road and bridge investments. The portion that is derived from the earned interest (between 2012 and 2028) contributed by the Road Maintenance and Rehabilitation Account and deposited into the Pooled Money Investment Account, does not have any statutory obligation. Therefore, this represents an opportunity to acquire additional resources to address priorities for local transportation planning agencies and other local jurisdictions.

There is a proposal being considered to take the $1.1 billion and redirect $400 million (in addition to $500 million proposed in the May Revise) to clear the backlog of projects received by the California Transportation Commission (CTC) for Cycle 5 of the ATP; $400 million for the Solutions for Congested Corridors Program (SCCP), and $300 million for the SHOPP, which is the main account to address maintenance and rehabilitation of the state highway system.

Cycle 5 of the ATP resulted in the CTC only being able to allocate roughly $441 million, compared to nearly $2.3 billion worth of requests. While AB 128 contains an additional $500 million, this would only fund projects that scored 86 and above. An additional $400 million, for a total of $900 million, could result in projects scoring near 79 or 80 being funded. Among Marin projects submitted for ATP Cycle 5 funding, one project was funded: the Metropolitan Transportation Commission funded the $4.3 million Richmond-San Rafael Bridge Shared Use Path Gap Closure through the metropolitan planning

organization pot. If the additional $900 million in ATP were to materialize, the county may be able to realize additional funding for the following projects:

- Central Marin Regional Pathways Gap Closure -$1.3M (scored an 82)
- San Rafael Canal Crossing Project - $1.5M (scored an 83)

This proposal could be addressed after August 16 when the legislature reconvenes from the Summer Recess.

Governor's Climate Action Plan for Transportation Infrastructure
On July 12, the California State Transportation Agency (CalSTA) announced its adoption of the Governor's Climate Action Plan for Transportation Infrastructure (CAPTI). The purpose of the plan is to implement Governor Newsom's Executive Order, N-19-19. That Executive Order aims to reduce greenhouse gas emissions and vehicle miles traveled through limiting capacity projects along the state highway system, discouraging the use of single-occupant, gas-powered vehicles, while encouraging mode shift through accelerated investments into public transportation, bicycle and pedestrian programs, and electric vehicle infrastructure.

CAPTI encourages investments in improvements for disadvantaged communities, safety improvements that reduce fatalities on roadways and transit systems, projects that respond to climate risk for transportation infrastructure projects, projects that reduce vehicle miles traveled, and investments in passenger rail prioritized over highways, particularly capacity increase highway (?) projects. Impacted funding programs include the Highway Safety Improvement Program, STIP, Local Partnership Program, SCCP, SHOPP, Trade Corridor Enhancement Program, and Transit and Intercity Rail Capital Program.

CAPTI policy could require TAM to reassess its ability to leverage voter-approved investments as articulated in the Measure AA Expenditure Plan. While the state cannot make adjustments to locally approved sales tax expenditure plans, as the owner/operator of the state highway system, it reserves the right to place local funds on a state-owned asset and authorize the availability of state resources.

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TAM Bill Matrix – July 2021			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 11 (Ward) **Climate Change: Regional Climate Change Authorities**	1/25/21 Two-Year Bill Assembly Natural Resources	This bill would require the Strategic Growth Council to establish up to 12 regional climate change authorities to coordinate climate adaptation and mitigation activities in their regions, and coordinate with other regional climate adaptation authorities, state agencies, and other relevant stakeholders.	**Watch** **MTC: None** **CSAC: None** **League: None**
AB 14 (Aguiar-Curry) **Communications: broadband services: California Advanced Services Fund**	7/8/21 Senate Governance and Finance	This bill would authorize the board of supervisors of a county to acquire, construct, improve, maintain, or operate broadband internet access service, and any other communications service necessary to obtain federal or state support for the acquisition, construction, improvement, maintenance, or operation of broadband internet access service.	**Support** **MTC: None** **CSAC: Support** **League: Support**
AB 34 (Murasutchi) **Communications: Broadband for All Act of 2022**	5/20/21 Assembly Appropriations Held in Committee	This would enact the Broadband for All Act of 2022, to place a ballot measure on the November 8, 2022 statewide general election, to authorize the issuance of $10 billion in state general obligation bonds to fund increased infrastructure and access to broadband services.	**Watch** **MTC: None** **CSAC: Support** **League: Support**
AB 41 (Wood) **Communications: Broadband Infrastructure**	7/5/21 Assembly Transportation	This bill would require Caltrans, the Public Utilities Commission and California Broadband Council to identify priority areas for broadband deployment within the state. This bill no longer provides an assurance regarding broadband investments into disadvantaged areas within the county.	**Watch** **MTC: None** **CSAC: None** **League: None**

TAM Bill Matrix – July 2021			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 43 (Friedman) **Traffic Safety: Vision Zero**	7/13/2021 Senate Transportation	This bill would require Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual to balance integrated mass transportation, highway, aviation, maritime, railroad, and other transportation facilities and services in support of statewide and regional goals. The bill would require the California Traffic Safety Program to include a traffic safety monitoring program that identifies and addresses locations with pedestrian- and bicyclist-related crashes. The bill would allow for the recalibration of speed limits of order to eliminate fatalities for motorists, bicyclists, and pedestrians.	**Support** **MTC: None** **CSAC: Support** **League: None**
AB 51 (Quirk) **Climate Change: Regional Climate Adaptation Planning Groups and Plans**	1/11/2021 Two-Year Bill Assembly Natural Resources	Existing law establishes the Integrated Climate Adaptation and Resiliency Program, administered by the Office of Planning and Research, to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change. This bill would require the Strategic Growth Council to establish guidelines for the formation of regional climate adaptation planning groups. The bill would require the council to develop criteria for regional climate adaptation plans.	**Watch** **MTC: None** **CSAC: None** **League: None**
AB 67 (Petrie-Norris) **Climate Change: Sea-Level Rise Working Group**	4/14/2021 Assembly Appropriations Held in Committee	This bill would require a state agency to consider the current and future impacts of sea level rise when planning, designing, building, operating, maintaining, and investing in infrastructure located in the coastal zone or otherwise vulnerable to flooding from sea level rise or storm surges, or when otherwise approving the allocation of state funds for those purposes. The bill would require the Ocean Protection Council to establish a multiagency working group to provide recommended policies, resolutions, projects, and other actions to address sea level rise, the breadth of its impact, and the severity of its anticipated harm. The bill would require the council to develop a standardized methodology and template for conducting economic analyses of risks and adaptation strategies associated with sea level rise.	**Watch** **MTC: None** **CSAC: None** **League: None**
AB 72 (Petrie-Norris) **Natural Resources Agency: Coastal Adaptation Projects: Sea Level Rise: Regulatory Review and Permitting: Report**	7/8/2021 Senate Appropriations	This bill would enact the Coastal Adaptation Permitting Act of 2021. The bill would require the Natural Resources Agency to explore and authorize the implementation of options within the agency's jurisdiction to establish a more coordinated and efficient regulatory review and permitting process for coastal adaptation projects. The bill would require the agency to submit a report to the Legislature with recommendations for improving and expediting the regulatory review and permitting process for coastal adaptation projects.	**Watch** **MTC: None** **CSAC: None** **League: None**

TAM Bill Matrix – July 2021			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 117 (Beorner Horvath) **Electric Bicycles**	7/12/2021 Senate Appropriations	The bill would require the State Air Resources Board to establish and implement and administer the Electric Bicycle Incentive Pilot Project to provide incentives for purchases of electric bicycles. The bill would require the state board to submit to the Legislature a midcycle evaluation of the pilot project and an end-of-program evaluation of the pilot project. The bill has been amended to prioritize incentives for low-income households, which do not exceed 120 percent of the area's median income. This bill, as amended in Assembly Appropriations Committee, would specify that programs providing incentives for purchasing electric bicycles, as defined, are eligible for funding under the Air Quality Improvement Program (AQIP).	**Support** **MTC: None** **CSAC: None** **League: None**
AB 128 (Committee on Budget) **Transportation budget bill**	7/13/21 Signed by the Governor Chapter 21, Statutes of 2021	This bill is the main budget bill, which contains over $5.4 billion in funding for transportation infrastructure.	**NA/Bill enacted**
AB 149 (Committee on Budget) **Transportation budget trailer bill**	7/13/21 Governor's Desk	This bill would extend the relief for farebox recovery requirements (FRR) for receiving STA, LCTOP and State of Good Repair funds, through FY 22-23. It also suspends TDA and STA penalties for this duration. The bill adds several new exemptions from the FRR calculation including on-demand service and micro transit service beyond fixed-route service; costs for security, ticketing services, pensions, planning for improvements in transit operations, integration with other operators and agencies, transitioning to zero-emission operations, and for compliance with state and federal mandates.	**Support** **MTC: None** **CSAC: None** **League: None**

TAM Bill Matrix – July 2021			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 339 (Lee) **State and local government: open meetings**	7/13/2021 Assembly Local Government Set for hearing on 4/28	This bill would require all meetings, including gatherings using teleconference technology, to include an opportunity for all persons to attend via a call-in option or an internet-based service option. In-person testimony would be required, except in the case of a declared emergency. The bill also requires that a local official's address to be posted for purposes of providing public comment, which does not seem necessary if a virtual medium is provided. TAM should seek an amendment allowing for flexibility to continue to meet remotely, in-person or both simultaneously.	**Support if amended** **MTC: None** **CSAC: Oppose** **League: Oppose**
AB 361 (Rivas, Robert) **Open Meetings: Local Agencies: Teleconferences**	7/13/2021 Senate Judiciary	This bill provides exemptions from the Ralph M. Brown Act's meeting requirements to allow local jurisdictions to meet virtually during emergencies, provided the legislative body makes certain determinations by majority vote, publishes proper notice, and provides opportunity for public comment.	**Support** **MTC: None** **CSAC: Support** **League: None**
AB 629 (Chiu) **San Francisco Bay Area: Public transportation**	4/26/2021 Two-Year Bill Assembly Appropriations	Requires the Metropolitan Transportation Commission (MTC) to consult with transit agencies in the nine-county San Francisco Bay Area to provide more seamless service across its jurisdiction.	**Watch** **MTC: Support** **CSAC: None** **League: None**
AB 745 (Gipson) **Air pollution: Clean Cars 4 All Program**	4/22/2021 Two-Year Bill Assembly Appropriations	This bill would require the California State Air Resources Board, as a part of the Clean Cars 4 All Program, to provide vouchers for zero-emission vehicles to persons of low or moderate income living in disadvantaged communities to replace vehicles that have failed a smog check inspection. This item was addressed in the state budget by providing $500 million through SB 129.	**Support** **MTC: None** **CSAC: None** **League: None**
AB 786 (Cervantes) **CTC Executive Director**	2/16/21 Two-year bill Assembly Transportation	This bill would require the Governor, rather than the California Transportation Commission (CTC), to appoint the Commission's Executive Director.	**Watch** **MTC: None** **CSAC: None** **League: None**

TAM Bill Matrix – July 2021			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 955 (Quirk) **Highways: encroachment permits: broadband facilities**	7/5/2021 Senate Appropriations Placed on Suspense File	This bill would establish additional procedures for Caltrans' review of an application for an encroachment permit for a broadband facility. Caltrans would have 30-days to process a permit.	**Watch** **MTC: None** **CSAC: None** **League: None**
AB 1049 (Davies) **Public Transportation Account: Loan Repayment**	3/4/21 Two-Year Bill Assembly Transportation	The Budget Act of 2013 and the Budget Act of 2014 require the Controller, upon the order of the Director of Finance, to transfer specified amounts totaling up to $55,515,000 as loans from the Public Transportation Account to the High-Speed Passenger Train Bond Fund. This bill would require $54,000,000 from these loans to be repaid to the Public Transportation Account and would provide that these repaid funds are available, upon appropriation by the Legislature, to help offset the loss of revenues incurred by transit operators during the COVID-19 pandemic.	**Watch** **MTC: None** **CSAC: None** **League: None**
AB 1069 (Lackey) **Zero-Emission Vehicles for Underrepresented Communities**	3/4/21 Two-Year Bill Assembly Transportation	This bill would set a goal of having 60% of all zero-emission vehicles to be purchased by underrepresented communities, which is defined as an individual who self-identifies as Black, African American, Hispanic, Latino, Asian, Pacific Islander, Native American, Native Hawaiian, or Alaska Native, or who self-identifies as gay, lesbian, bisexual, or transgender.	**Watch** **MTC: None** **CSAC: None** **League: None**
AB 1499 (Daly) **Design-Build Contracts**	7/5/21 Senate Appropriations	This bill would extend the sunset date of January 1, 2024, until 2034, for the ability to utilize the design-build project delivery system for up to 10 projects on the state highway system.	**Watch** **MTC: None** **CSAC: None** **League: None**

TAM Bill Matrix – July 2021			
Measure	**Status**	**Bill Summary**	**Recommended Position**
SB 4 (Gonzalez) **Communications: California Advanced Services Fund**	7/4/21 Assembly Appropriations	This bill would require the Governor's Office of Business and Economic Development ("GO-Biz") to coordinate with state and local agencies and national organizations to explore ways to facilitate streamlining of local land use approvals and construction permit processes for projects related to broadband infrastructure deployment and connectivity. Appropriation amendments limit the amount collected statewide each year to $100 million.	**Support** **MTC: None** **CSAC: Support** **League: Support**
SB 129 (Skinner) **Supplemental Budget Bill of 2021-21**	6/28/21 Signed by the Governor	This "budget bill junior" amends the Budget Act of 2021 by adding and repealing items of appropriation and making other changes. It contains many items related to transportation infrastructure including $2.7 billion in zero-emission vehicle infrastructure. The bill also includes language, specifically pertaining to ATP, TIRCP, and the State and Local Climate Adaption funding, stating that money shall not be available for encumbrance or expenditure unless additional legislation is enacted by October 10, 2021. This language is directly related to the stalemate on exhausting the remaining $4.2 billion Proposition 1A appropriation for high-speed rail.	**NA/Bill enacted** **MTC: None** **CSAC: None** **League: None**
SB 261 (Allen) **Regional Transportation Plans: Sustainable Communities Strategies**	4/19/21 Two-year bill Senate Transportation	This bill would require that the sustainable communities strategy be developed to achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the Air Resources Board.	**Watch** **MTC: None** **CSAC: Oppose** **League: None**
SB 339 (Wiener) **Road Usage Charge Pilot Program**	4/21/21 Senate Appropriations	This bill extends by four years the Road Usage Charge (RUC) Technical Advisory Committee (TAC). The purpose of the TAC is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program.	**Watch** **MTC: None** **CSAC: None** **League: None**

TAM Bill Matrix – July 2021			
Measure	**Status**	**Bill Summary**	**Recommended Position**
SB 542 (Limón) **Zero-emission Vehicles: Fees**	6/1/21 Two-year bill Senate Floor Inactive File	~~This bill would repeal the road improvement fee of $100 to be paid to the Department of Motor Vehicles for registration or renewal of registration of every zero-emission motor vehicle with a model year of 2020 or later.~~ This bill has been amended to apply to discounting the vehicle license fee for medium or heavy duty zero-emission trucks. Since the VLF does not impact transportation funding, the bill no longer has an impact on TAM.	**~~Oppose~~** **Watch** **MTC: None** **CSAC: None** **League: None**
SB 551 (Stern) **California Electric Vehicle Authority**	7/8/21 Assembly Appropriations	This bill would establish the California Electric Vehicle Authority within the Governor's office. The bill would require the authority to coordinate activities among state agencies to advance electric vehicle and zero-emission charging infrastructure deployment as well as ensure related equity, workforce development, and economic development. Appropriation amendments are technical in nature.	**Support** **MTC: None** **CSAC: None** **League: None**
SB 643 (Archuleta) **Fuel Cell Electric Fueling Infrastructure**	7/5/21 Assembly Appropriations	This bill would require the California Air Resources Board, in consultation with the Energy Commission and the Public Utilities Commission, to prepare a statewide assessment of the fuel cell electric vehicle fueling infrastructure and fuel production needed to support the adoption of zero-emission trucks, buses, and off-road vehicles at levels necessary for the state to meet specified goals and requirements relating to vehicular air pollution.	**Watch** **MTC: None** **CSAC: None** **League: None**

TAM Bill Matrix – July 2021			
Measure	**Status**	**Bill Summary**	**Recommended Position**
SB 674 (Durazo) **Public Contracts: workforce development: transportation-related contracts**	4/19/21 Senate Transportation Set for hearing on 4/27	~~This bill would require the Labor and Workforce Development Agency to develop the California Jobs Plan Program to meet specified objectives, including creation of a form that states the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the public contract, and proposed wages, benefits, and investment in training. Other objectives of the program include the hiring of displaced workers and individuals facing barriers to employment; developing the state's long-term green transportation and related infrastructure and manufacturing sector; and supporting the adoption of protections for worker health and safety. TAM is evaluating the if the additional requirements that would be placed on workforce participation would have an impact on a public agency's ability to procure state funding.~~ This bill has been amended to require the Labor and Workforce Development Agency (LWDA) to create the California Jobs Plan (CAJP), which requires private entities bidding on covered transportation-related contracts over $10 million, excluding contracts for road, bridge, or highway construction, to include as part of their application a CAJP form stating information about jobs created and retained, and specifies that the CAJP is scored as part of the overall application and included in the awarded contract as a material term.	**Watch** **MTC: None** **CSAC: None** **League: None**
SB 771 (Becker) **Sales Tax on Zero-Emission Vehicle Exemption**	3/3/21 Senate Governance & Finance	This bill would provide a state sales tax exemption on the purchase of an electric or a hybrid electric vehicle. The bill specifies that there would be no local reimbursement to cities and counties for the lost revenue attributable to the exemption. The requested amendment would be to restore the local reimbursement provision for lost local sales tax revenues. The bill no longer impacts local sales tax revenue given the author's May 11 amendment, and for that reason, the recommendation is to change TAM's position to a Watch.	**~~Oppose Unless amended~~** **Watch** **MTC: None** **CSAC: ~~Oppose unless amended~~** **Neutral** **League: None**
E-Bike Act (Panetta, Blumenauer) **Federal Tax Credit for E-Bikes**	2/22/2021	This federal bill creates a tax credit that covers 30% of the cost of an electric bike (e-bike), up to $1,500 (or $3,000 for joint returns), applicable to e-bikes costing under $8,000, and is fully refundable, allowing lower-income workers to claim the credit. Credit can be applied to e-bikes that have pedals, a saddle, a motor of less than 750 watts and that meet one of the three-class definitions: class 1 (20 mph max with no throttle), class 2 (20 mph max with throttle), or class 3 (28 mph max with no throttle). The credit can only for new e-bikes.	**Watch** **MTC: None** **CSAC: None** **League: None**

Transportation Authority of Marin

DATE: July 22, 2021

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director
David Chan, Director of Programming and Legislation

SUBJECT: Marin Transit's Annual Presentation (Discussion), Agenda Item No. 8a

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RECOMMENDATION

No action is needed. This is a discussion item only.

BACKGROUND

Marin Transit's General Manager, Nancy Whelan, will be present at the July 22, 2021 TAM Board meeting to discuss Marin Transit's activities for FY 20/21. Ms. Whelan will also discuss planned activities for FY 21/22 that are the subjects of Items 8b and 8c, involving the allocations of Measures AA and B funds, respectively.

FISCAL IMPACTS

There are no fiscal impacts with this presentation.

NEXT STEPS

There are no next steps with Marin Transit's Annual Presentation. The next Annual Presentation will be provided to the TAM Board in approximately one year.

ATTACHMENT

None. Marin Transit's Presentation will be provided as part of the supplemental package.

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Transportation Authority of Marin

DATE: July 22, 2021

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director
David Chan, Director of Programming and Legislation

SUBJECT: Allocate FY 21/22 Transportation Sales Tax Funds (Measure AA) to Marin Transit (Action), Agenda Item No. 8b

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RECOMMENDATION

Allocate $13,612,184 in Transportation Sales Tax (Measure AA) funds to Marin Transit from Category 4 of the 2021 Strategic Plan for FY 21/22.

BACKGROUND

Category 4 of the Measure AA Expenditure Plan is to maintain and expand efficient and effective local transit services in Marin County to reduce congestion and meet community needs, including services to schools and specialized service for seniors and persons with disabilities. Category 4 includes six sub-categories, which are:

- 4.1 - Maintain & improve existing transit service in areas that can support fixed-route service
- 4.2 - Maintain & expand the rural and recreational bus services, such as the West Marin Stagecoach
- 4.3 - Maintain & expand transit services and programs for those with special needs
- 4.4 - Provide transit services to schools to reduce local congestion
- 4.5 - Invest in bus transit facilities for a clean and efficient transit system
- 4.6 - Expand access to ferries and regional transit, funds to be requested and managed by the Golden Gate Bridge Highway and Transportation District (GGBHTD)

TAM started collecting Measure AA funds on April 1, 2019. FY 21/22 is the third allocation of Measure AA funds to Marin Transit. Measure AA funds not requested or unused at the end of each fiscal year are carried over and available in the following fiscal year. Funds dedicated to Category 4.6 will be separately requested by GGBHTD at a later date.

DISCUSSION

Measure AA Funds Available

The 2021 Strategic Plan shows approximately $14.6 million total available for allocation to Marin Transit in FY 21/22. The breakdown is shown in the following table:

	Estimated Unallocated FY 20/21 Funds	Estimated Unallocated FY 21/22 Funds	Estimated Total Available	Requested Amount	Estimated Carryover
4.1 Maintain and Expand Existing Transit Services	$1,701,177	$7,332,000	$9,033,177	$8,002,238	$1,030,939
4.2 Rural and Recreational Services	$0	$664,630	$664,630	$664,630	$0
4.3 Services with Special Needs	$0	$2,767,189	$2,767,189	$2,767,189	$0
4.4 Transit Services for Schools	$0	$1,291,954	$1,291,954	$1,291,954	$0
4.5 Bus Transit Facilities	$0	$886,173	$886,173	$886,173	$0
Measure AA Total	**$1,701,177**	**$12,941,946**	**$14,643,123**	**$13,612,184**	**$1,030,939**

Requested Amounts

Marin Transit is requesting $13,612,184 in Measure AA funds for FY 21/22. The remaining unrequested amount of $1,030,939 in Measure AA will be carried over as available next fiscal year. The remaining unrequested amount is subject to change, depending on the amount of unused funds and the final revenue collection for FY 20/21. Both figures will be finalized by October 2021 and any adjustments needed will be reflected in the carryover amount available for future allocation.

Scope of Services

Marin Transit is responsible for local transit service within Marin County, providing over 3.2 million unlinked passenger trips and just over 250,000 revenue hours of service in a typical pre-pandemic year. Marin Transit provides services through contract operators including GGBHTD, Marin Airporter, MV Transportation, and the Marin Senior Coordinating Council (dba Vivalon, operated as Whistlestop).

Like all transit agencies, Marin Transit is operating in a period of unprecedented disruption from the impacts of the pandemic. However, Marin Transit retained a higher percentage of its riders (42%) than most transit agencies in the Bay Area. Marin Transit's FY 21/22 outlook anticipates a steady recovery to 60% pre-pandemic ridership levels.

Marin Transit will expend $3.4 million in federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding to help offset the significant reductions in some of Marin Transit's major revenue sources due to the impacts of the pandemic.

Even with federal assistance from CRRSSA, funding from TAM continues to be the most critical source for Marin Transit's operations. Marin Transit's focus for FY 21/22 is maintaining existing local service and initiating some service enhancements, as described below. Marin Transit will need to continue to adjust to foreseeable and unforeseeable impacts from the pandemic in FY 21/22.

- Maintain regular local and trunk line services under a pandemic
- Maintain shuttle service under a pandemic
- Provide transit services to schools when schools resume
- Continue rural service
- Support bus stop maintenance, vehicle maintenance and repairs, and facility maintenance and expansion

Details of Marin Transit's work scope for FY 21/22 can be found in Attachment A (Allocation Request Form).

FISCAL IMPACTS

The requested amount was anticipated during the development of the FY 21/22 TAM Annual Budget and has been incorporated in its adoption in June 2021.

NEXT STEP

Upon approval of the TAM Board, TAM will issue a funding agreement to Marin Transit for the approved allocation amount.

ATTACHMENT

Attachment A: FY 21/22 Marin Transit Measure AA Allocation Request Form

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ATTACHMENT A

Allocation Request Form

Transportation Authority of Marin
Measure A/AA – Transportation Sales Tax

Fiscal Year of Allocation:	2021/22
Expenditure Plan:	Measure A Strategy 1 – Local Bus Transit Measure AA Category 4 – Local Bus Transit
Project Name:	Maintain and Expand Local Transit Services
Implementing Agency:	Marin County Transit District (Marin Transit)

SCOPE OF WORK

The Marin County Transit District (Marin Transit) is responsible for local transit service within Marin County, and pre-COVID provided over 3.2 million unlinked passenger trips per year and over 250,000 revenue hours of service. Marin Transit delivers services through contract operators. These include: Golden Gate Bridge Highway & Transportation District (GGBHTD), Marin Airporter, MV Transportation, Marin Senior Coordinating Council (dba Vivalon, operated as Whistlestop), and Michael's Transportation. Marin Transit's Short Range Transit Plan (SRTP) is the primary service and financial planning document for the District and includes ten years of financial projections for operations and capital programs. The District's Board adopted the most recent SRTP on February 3, 2020 and as required by Measure AA, the TAM Board of Commissioners approved the SRTP on February 27, 2020.

During the pandemic, Marin Transit retained a higher percentage of its riders (42%) than most transit agencies in the bay area. Essential workers and the transit dependent continued to rely on Marin Transit core services. With capacity restrictions on vehicles to help prevent the spread of COVID-19, Marin Transit re-deployed school and recreational service hours and added additional fixed route service in FY2020/21 to reduce passenger pass-ups on core services. Marin Transit's FY2021/22 anticipates a steady recovery to 60% pre-COVID ridership levels.

Measure A and AA funding is critical to allow Marin Transit to continue to budget for operations of existing service levels. Marin Transit will also expend $3.4 million of Federal CRRSAA Act funding on operations to offset reductions in revenue sources during the pandemic including lost fare revenue.

As the District looks to FY2021/22, staff is reviewing financial projections, operations requirements, and transit demand on a regular basis. Marin Transit provides a critical lifeline service in Marin County that will be maintained and the District needs to be prepared to restore services that provide recreational trips, social trips, traffic relief and school transportation as the economy and schools reopen.

Measure A Strategy 1.1 & Measure AA Category 4.1
Maintain and Improve Existing Levels of Bus Transit Service

Major programs funded under this sub-strategy include local fixed route (GGBHTD contract), community shuttle service, supplemental school service, Muir Woods seasonal shuttle, and Novato Dial-A-Ride. All services are operated under contract, and the direct contract service costs are 75% of budgeted expenses. Other major expenses are: consultant services (ride checks, service contract audits, grant funded studies), directly purchased fuel, communication, marketing, and staff time for contract oversight. The requested $8,002,238 of Measure A and Measure AA funds will provide 36% the needed revenues to operate the local fixed route service and is Marin Transit's largest single source of funding.

Funding for school services, including supplemental school service, youth bus pass, and yellow school bus services is now funded in a separate Measure AA category.

The local service budget (including supplemental school service) for FY 2021/22 is $24.4 million. It represents a 4% increase over the prior year revised budget and is based on returning service levels by program to the District's pre-pandemic service plan. The service plan includes the gradual return of Muir Woods Shuttle service, the return of supplemental school service and ending most of the supplemental back up service added to accommodate social distancing during the pandemic (Figure 1). Ridership is anticipated to start to recover but not return to pre-pandemic levels (Figure 2). Since the budget adoption, social distancing requirements have relaxed but they are reinstated or if there is sustained change in service demand, Marin Transit will need to modify the service plan.

Figure 1:Local Service Hours by Program

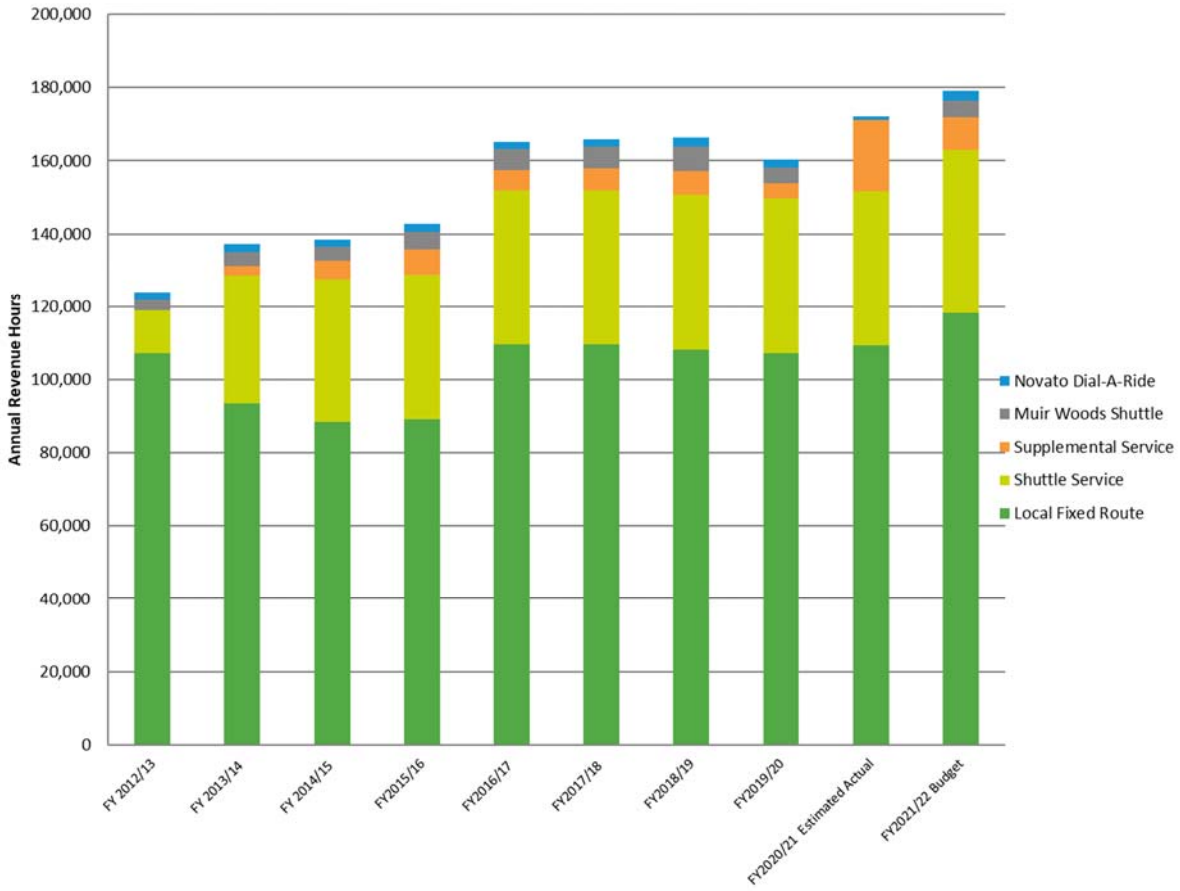
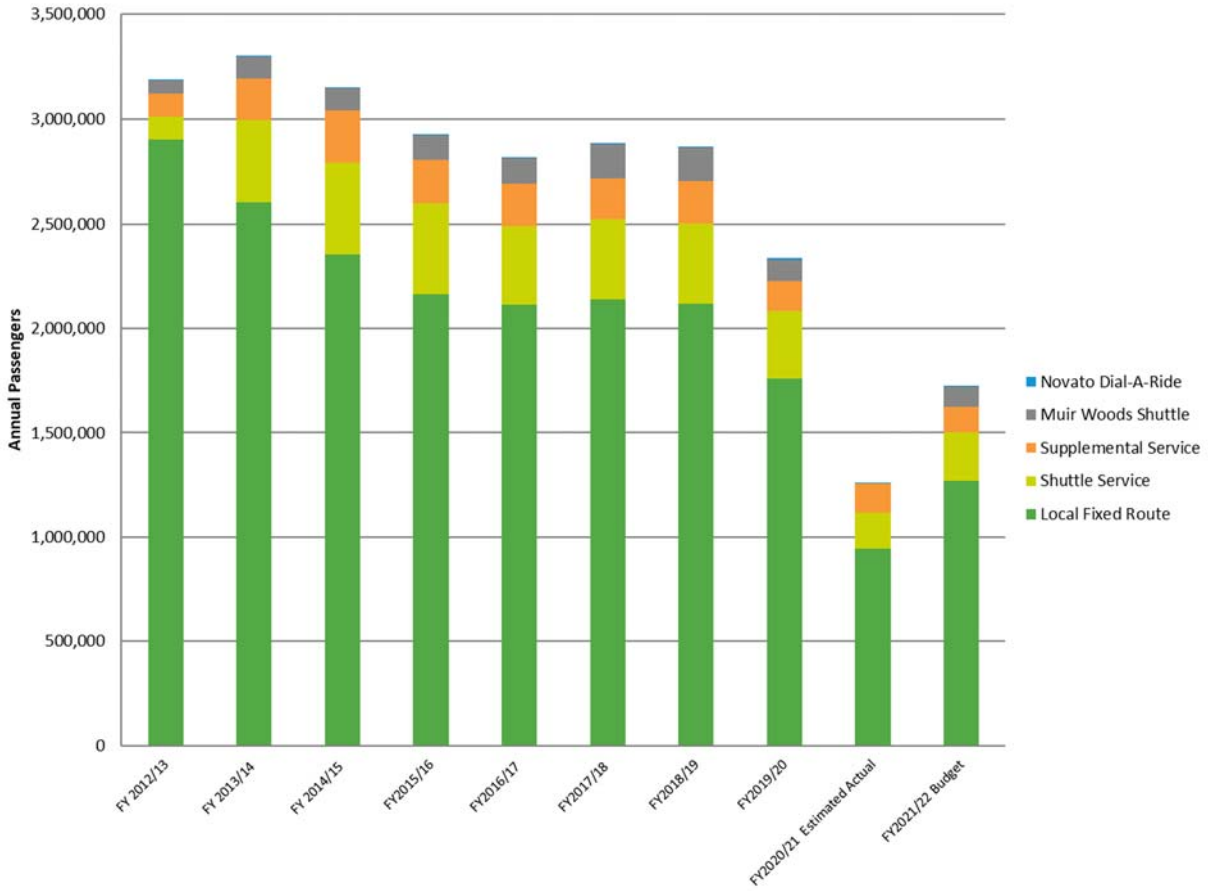


Figure 2: Local Passenger Trips by Program



Highlights for this sub-strategy in the coming year:

- Adjust and re-deploy service hours as economy re-opens
- Maintain critical lifeline access in key corridors
- Focus on stabilizing operations during recovery phase

Measure A Strategy 1.2 & Measure AA Category 4.2
Maintain and Expand Existing Levels of Rural and Recreational Bus Services

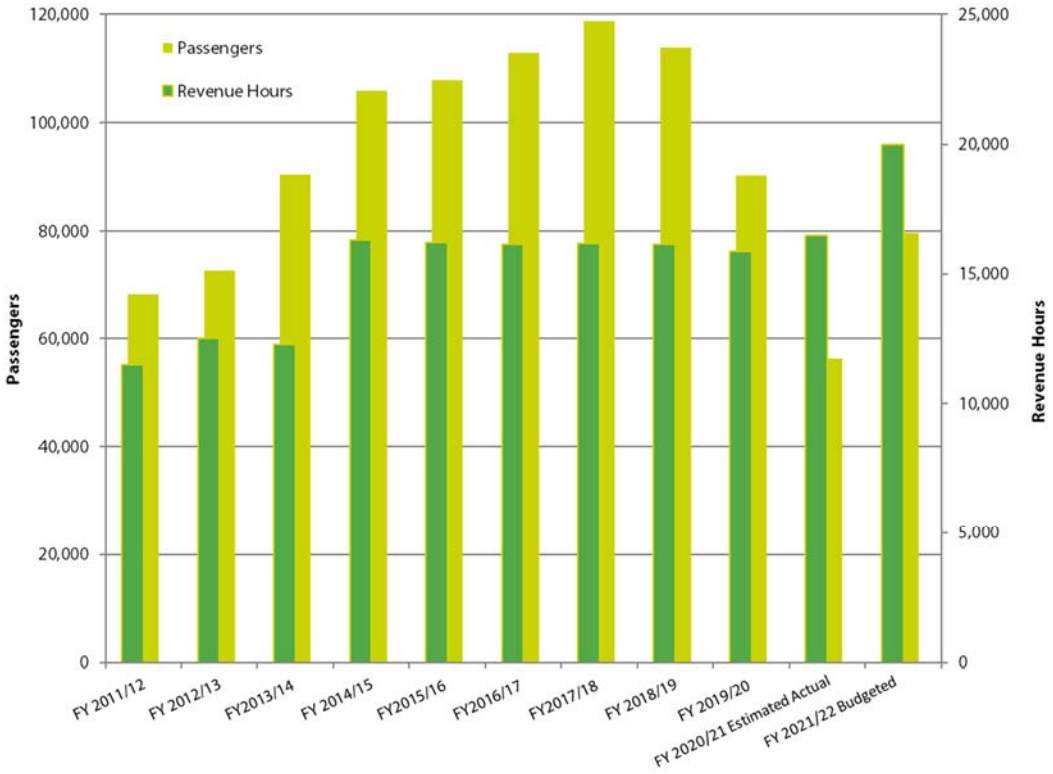
Rural service is operated as the West Marin Stagecoach (Stagecoach) and includes northern Route 68, southern Route 61, and the rural Dial-A-Ride program. The West Marin Stagecoach, Routes 68 and 61, is operated under contract with MV Transportation. The rural Dial-A-Ride service is operated by Marin Transit's paratransit contractor, Vivalon, dba Whistlestop.

Since most of the Rural service provides lifeline connections to rural communities, these services continued to operate throughout the COVID-19 pandemic. In September 2020, Marin Transit added 1,050 service hours to Route 61 to convert the seasonal peak/off-peak schedules to a consistent year-round schedule at the historic peak service level. These hours also allow for a new extension (Route 61m) to connect Mill Valley to Stinson Beach on weekends and holidays.

The FY2021/22 budget temporarily increases the budgeted Stagecoach service hours by 15%, from 17,450 annual hours to 20,000 annual hours (Figure 3). The budgeted hours are the maximum hours that can be operated based on the available equipment and facilities. Actual hours will be determined based on the service level needed to minimize pass-ups on seasonal services and to retain drivers until the full return of school and Muir Woods shuttle services. The additional service will be funded with a combination of federal CRRSAA relief funding and local property tax. Marin Transit will continue to monitor service demand and vehicle distancing requirements to evaluate if service levels should be adjusted. Similar to local fixed routes services, ridership for FY2021/22 is projected to be 70% of the pre-pandemic level (Figure 3).

After years of spending carry-forward funding, Marin Transit has exhausted all carry-forward funding from this subcategory. The allocation request of $664,630 is lower than prior years. Measure AA will fund 27% of Rural costs in FY2021/22 compared to 40-53% in the prior years. To continue the existing level of service, Marin Transit will transfer additional property tax funding to the program. Figure 3 shows the rural service hours and associated passenger trips by fiscal year.

Figure 3: Rural Service Hours and Unlinked Passenger Trips by Fiscal Year



Highlights for this sub-strategy in the coming year:

- Adjust service to accommodate seasonal demands

Measure A Strategy 1.3 & Measure AA Category 4.3
Maintain and Expand Transit Services and Programs for those with Special Needs

Marin Transit has been very successful in meeting the goal of sub-strategy 1.3 and has pioneered new programs to increase mobility for those with special needs under the Marin Access banner. Marin Access goes beyond the required operation of local paratransit to expand services for seniors and the disabled. In addition to providing traditional ADA mandated paratransit services, with the help of Measure AA and Measure B, Marin Transit provides travel training, subsidizes taxi services, Connect, an on demand service, and volunteer driver programs.

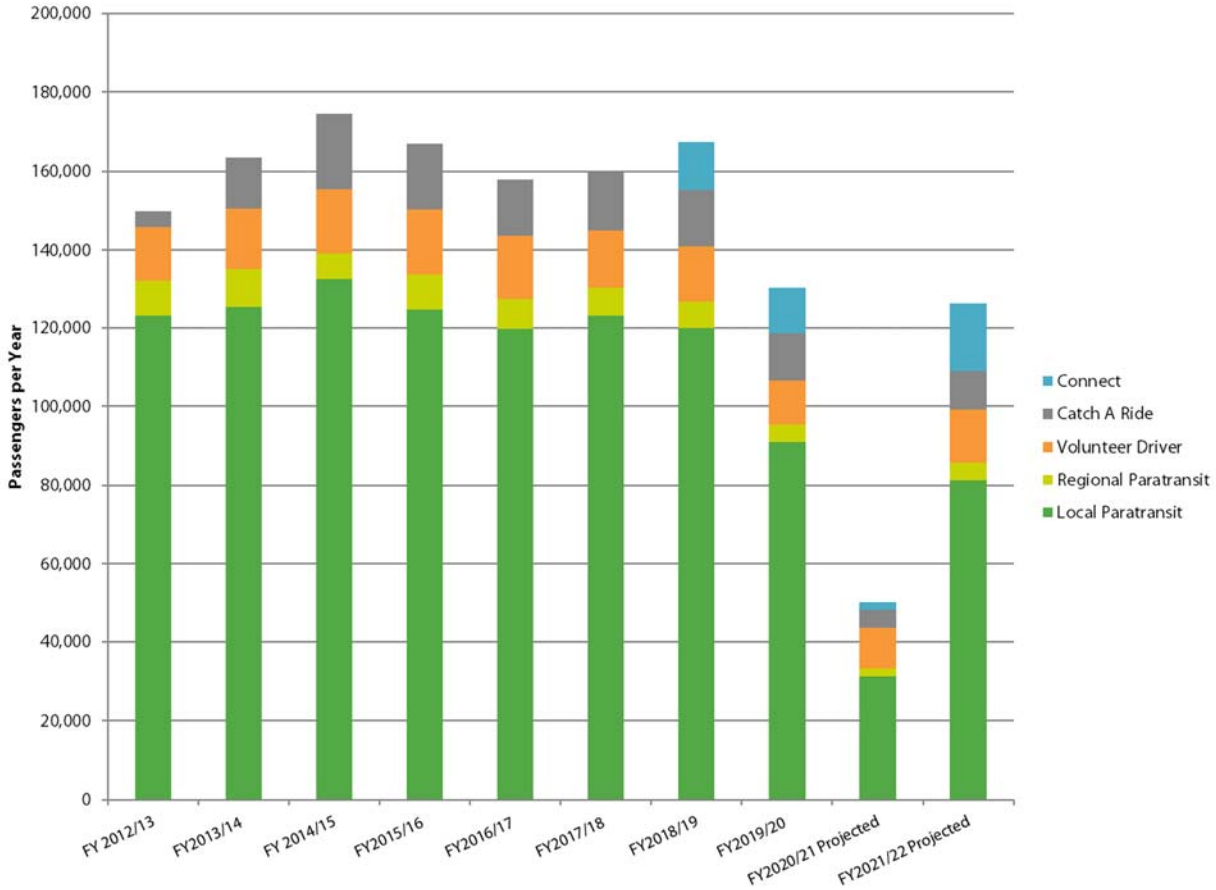
The COVID-19 pandemic severely impacted demand for paratransit and other mobility management services. Ridership since April 2020 has been approximately 80% lower than historic levels. Many of these riders were the first to be eligible for the COVID-19 vaccine but the demand for services has been slow to return. There is still uncertainty about how quickly paratransit demand will rebound.

Marin Transit is requesting all of the available funds in this sub-strategy, $2,767,189. This will provide 27% of the needed revenues to operate Marin Transit's Marin Access programs (Figure 4):

Local Paratransit Service	81,000 trips
Catch A Ride	9,800 trips
Transit Connect	6,120 trips
Volunteer Driver	13,500 trips

Services for seniors and persons with disabilities are planned with the support of the existing consumer-based Paratransit Coordinating Council, which advises the Transit District on the needs of these communities, and public input from all areas of the county. To advise Marin Access and to promote multi-agency coordination of transportation resources, Marin Transit developed the Marin Mobility Consortium, a working partnership consisting of agency representatives and advocates. In FY15/16 Marin Transit undertook a comprehensive evaluation of all of its mobility management programs. Findings and recommendations from this study informed a subsequent action plan that guides current planning work and future program investments.

Figure 2: Marin Access Passengers by Fiscal Year



Highlights for this sub-strategy in the coming year:

- Preparation for the return of paratransit demand
- Continue and evaluate Transit Connect Program
- Monitoring and adapting for COVID-19 impacts

Measure AA Category 4.4
Transit Services to Schools

Marin Transit uses Category 4.4 sales tax funds to support yellow school bus transportation in Marin County. This non-traditional role for a transit agency is made possible by Measure AA and other local funds, and allows Marin Transit to try a new approach to address school transportation and school related traffic congestion. The program includes the following components:

- Management of the Ross Valley yellow bus program
- 6,700 hours of supplemental school service to middle and high schools
- Operations oversight for Tiburon-Belvedere Traffic Relief Joint Powers Authority (Reed Union School District)
- Distribution of Measure AA funding to existing Marin County Yellow Bus Programs (new in FY 2019/20)
- General staffing support for the development of yellow bus services in Marin County

The Ross Valley yellow bus program and most supplemental school service were suspended for all of FY2020/21. As schools re-opened some districts re-started yellow bus service and some supplemental school routes were re-started. Capacity restrictions on transit vehicles made it impractical to run supplemental school service in many places. Full operation of school routes is anticipated for FY2021/22.

Unspent funds for FY2020/21 will be distributed to yellow bus programs to help with costs to re-mobilize programs and offset delivery cost increases.

Highlights for this sub-strategy in the coming year:

- Distribution of $600,000 to existing yellow school bus programs
- Re-start supplemental school service to middle and high schools
- Continue youth pass program that provides free fixed route transit to income qualified youth

Measure A Strategy 1.4 & Measure AA Category 4.5
Invest in Bus Transit Facilities

Marin Transit has developed a capital improvement program for FY2021/22 that supports the projects and services described in the previous sub-strategies. As required in the Measure AA Expenditure Plan, Marin Transit has given high priority to opportunities to match or leverage Measure A funds to ensure the maximum benefit from transportation sales tax dollars. In the early years of the Measure, state bond funds were available to match federal funding for transit vehicles. This bond funding is no longer available and while some new State funding through Cap and Trade and SB, Marin Transit is increasingly reliant on Measure AA capital funds for the local share (20%) of transit vehicle procurements.

Marin Transit continues to be successful in leveraging Measure A funds for discretionary grants. Marin Transit's overall FY2021/22 capital program totals $13.8 million dollars. Marin Transit is requesting $886,173 in sales tax funds for capital expenditures, combined with previously allocated Measure A interest funds for the yellow bus parking facility, will fund 14% of Marin Transit's capital budget for FY 2021/22.

MEASURE A SHARE OF FY2021/22 CAPITAL PROJECTS

Project	Total Project Cost	FY2021/22 Budget	Percent of Project funded with Measure A
4 - 40ft Electric	4,366,507	4,357,915	5%
Purchase 5 paratransit replacements	505,000	505,000	20%
Purchase 1 electric paratransit replacement	300,000	5,000	100%
Purchase 2 XHF Replacements	906,241	900,094	17%
Hybrid Battery Replacements	300,500	150,000	20%
Staff Car	49,000	49,000	0%
Subtotal Vehicles	***6,427,248***	***5,967,009***	***13%***
Novato Bus Stop Shelters	61,115	61,115	20%
ADA Bus Stop Improvements	303,000	303,000	20%
Subtotal Bus Stop Improvements	***364,115***	***364,115***	***20%***
Facility - Rush Landing Improvements	2,800,000	2,680,000	0%
Facility- Maintenance Facility Purchase	3,625,000	100,000	0%
Facility - Kerner Improvements	1,100,000	1,000,000	0%
Yellow Bus Parking Facility*	3,000,000	3,000,000	37%
Subtotal Facility	***10,525,000***	***6,780,000***	***11%***
Realtime Signs	212,394	30,318	18%
Subtotal Technology Projects	***212,394***	***30,318***	***18%***
Golden Gate Capital Costs (GG)	17,000	17,000	100%
Bus Stop Maintenance (BM)	120,000	120,000	100%
Major Vehicle Repairs (VR)	200,000	200,000	100%
Infrastructure Support (IF)	360,000	360,000	100%
Bus Stop Maintenance (BM)	120,000	120,000	100%
Major Vehicle Repairs (VR)	200,000	200,000	100%
Subtotal Ongoing Capital Expenses	***697,000***	***697,000***	***100%***
Total Expenditures	***18,225,757***	***13,838,442***	***15%***

* Measure A interest funds previously allocated

Programmed and Requested Amounts

Measure AA Category 4 – Local Bus Transit	FY 21/22 Requested Amount
4.1 Bus Transit Service	$8,002,238
4.2 Rural/Recreational Bus Services	$664,630
4.3 Transit Services for Special Needs	$2,767,189
4.4 Transit Services to Schools	$1,291,954
4.5 Bus Transit Facilities	$886,173
Measure AA Total	**$13,612,184**

Cash flow Availability	100% of Measure A/AA funds available in FY 2021/22
Other Funds	Marin Transit will leverage Measure A funds with other funds, including: • Transportation Development Act Funds (TDA) • State Transit Assistance (STA) • Fares • Property Taxes (used primarily for paratransit) • Federal Transit Administration 5307 CRRSAA Act • Federal Transit Administration 5311 CRRSAA Act • Federal Transit Administration Section 5311 Rural Transit Funds (used for West Marin Stagecoach Service) • Federal Transit Administration 5307 Bus and Bus Facilities Funds
Project Delivery Schedule	July 1, 2021 – June 30, 2022
Environmental Clearance	Not Applicable

Transportation Authority of Marin

DATE: July 22, 2021

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director
David Chan, Director of Programming and Legislation

SUBJECT: Allocate FY 21/22 Vehicle Registration Fee (Measure B) Funds to Marin Transit (Action), Agenda Item No. 8c

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RECOMMENDATION

Allocate $944,944 in Vehicle Registration Fee (Measure B) funds to Marin Transit under Element 2 of the Measure B Strategic Plan for FY 21/22.

BACKGROUND

In November 2010, Marin residents voted to pass the Measure B Vehicle Registration Fee to increase the annual vehicle registration fee by $10 to help fund transportation improvements. The Measure B Strategic Plan, adopted in July 2011, was developed to explain how the funds will be distributed to each of the three elements, as well as the oversight process. The Revenue and Programming Element of the Measure B Strategic Plan is updated annually, and the revenue and expenditures expected are reflected in TAM's annual budget.

DISCUSSION

According to the Measure B Strategic Plan, thirty five percent (35%) of the funds will be distributed to Marin Transit, under Element 2, for use on Mobility Management programs and enhancements to the specialized transportation system for people with disabilities including older adults regardless of disability status.

Funds from Element 2 could be used to: implement a Mobility Management Program that provides mobility options for seniors and persons with disabilities, support and enhance paratransit (e.g. Vivalon, formerly known as Whistlestop Wheels), create a "Paratransit Plus" program to serve older seniors who may not qualify for service under the Americans With Disabilities Act, and implement other innovative programs to provide mobility to seniors as an alternative to driving. Projects and programs may include:

1. "Paratransit Plus" Subsidized Program for Older Seniors – provides mobility options for seniors who may no longer be safe drivers, have difficulty accessing transit, and may not qualify for ADA paratransit.

2. Volunteer Driver Programs Support – provides ongoing funding of volunteer driver programs for home-bound seniors.

3. Low Income Fare Assistance Program – provides fare credits on all local Paratransit, Catch-A-Ride, and rural Dial-A Ride Programs.

4. Transit Connect – provides funds for the Transit Connect Program, which provides services in a limited-service area along the Highway 101 corridor within 2.5 miles of SMART stations and bus hubs. The Program uses two accessible vans on weekdays for first-last mile connections to major transit hubs through employer partnerships.

5. "Marin Access Innovative Incubator" Program – The "Gap-Grant" Program has been reworked as the Marin Access Innovative Incubator Program to provide competitive funds for local agencies to support, expand, or implement new transportation services that provide mobility to seniors as an alternative to driving.

6. Mobility Management Staffing – provides sufficient program staff to design, implement, and manage Marin Transit's mobility management efforts including:

    - Oversight of the Marin Access Mobility Management Center;
    - Leadership and support of the Marin Mobility Consortium and its various subcommittees;
    - Operation of the agency's travel training programs;
    - Implementing and monitoring mobility initiatives including:
        - Adjustment of mobility management services to reflect changes in needs due to the pandemic;
        - Technical assistance in the areas of transportation operations, and coordination of transportation of resources to Marin's community transportation providers;
        - On-going outreach on transportation resources and issues to Marin residents and stakeholder agencies; and
        - Represent Marin Transit and Marin Access at various meetings.

Funds Available

In FY 21/22, the Revenue and Programming document shows $944,944 available to Element 2, which is comprised of $764,750 in anticipated new revenue and $180,194 in projected carryover funds from previous years. The carryover is an estimated figure because FY 20/21 has not been fully closed out, therefore, the actual carryover amount may be different from the projected amount. The difference in the final carryover will be adjusted during the allocation process for FY 22/23.

The entire amount of $944,944 is available for allocation upon request. Any funds not requested are available for a supplemental allocation during the fiscal year or allowed to roll over and are available in future years.

Allocation Request

Marin Transit submitted an FY 21/22 allocation request (Attachment A) for $944,944 in Measure B funds to implement projects and programs under Element 2 of the Measure B Strategic Plan. Marin Transit is proposing the following scope of work:

- Manage the Mobility Management Program that identifies and implements mobility options for seniors and persons with disabilities - Marin Transit will provide sufficient program staff to design, implement, and manage Marin Transit's mobility management efforts.

- Support and Enhance paratransit (e.g. Marin Access Paratransit, operated by Whistlestop) and other local services focused on this population – Marin Transit will fund Marin Access Travel Navigators, operations of mandated and non-mandated paratransit service.

- Manage a "Paratransit Plus" program to serve older seniors who may not qualify for service under that Americans with Disabilities Act – Marin Transit will continue the Marin Catch-A-Ride program for older adults who no longer drive and individuals that are eligible for ADA paratransit. This program will utilize taxi companies and other licensed providers to give partially subsidized rides that are coordinated through a taxi broker. Marin Transit will also fund the Transit Connect Program to provide first-last mile connections to transit stations along the Highway 101 corridor.

- Implement other innovative programs to provide mobility to seniors as an alternative to driving – Marin Transit will use funding to continue the volunteer driver programs for home-bound seniors by providing mileage reimbursement to riders to give back to their drivers. Funds will also be used for a Volunteer Driver Program Resource Center which supports and develops traditional community-based volunteer driver programs. Funds will also be used on the Marin Access Innovation Incubator Program and Low Income Fare Assistance Program.

The below table includes a summary of the FY 21/22 amounts requested by program, total available, and carryover funds.

Element 2	**Requested**
Mobility Management Program	$100,000
Paratransit Support and Enhancement	$205,000
Paratransit Plus	$360,000
Alternative to Driving Program	$279,944
Total Requested	**$944,944**
Total Available	**$944,944**
Carryover	**$0**

FISCAL IMPACTS

The requested amount was anticipated during the development of the FY 21/22 TAM Annual Budget and has been incorporated in its adoption in June 2021.

NEXT STEP

Upon approval of the TAM Board, TAM will issue a funding agreement to Marin Transit for the approved allocation amount.

ATTACHMENT

Attachment A: FY 21/22 Marin Transit Measure B Allocation Request Form

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Attachment A

Transportation Authority of Marin
Measure B – Vehicle Registration Fee

Allocation Request Form

Fiscal Year of Allocation: 2021/22

Expenditure Plan: Element 2

Project Name: Improve Transit for Seniors and Persons with Disabilities

Implementing Agency: Marin Transit

Scope of Work: Marin Transit will use FY 2021/22 Element 2, Measure B funds to continue successful Mobility Management Programs (Marin Access) for seniors and persons with disabilities (Figure 1). Building on Marin Transit's prior mobility management efforts, the Measure B funding will be utilized to plan, market and operate specialized transportation services for Marin's senior and disabled residents.

The COVID-19 pandemic has severely impacted demand for Marin Access services. While demand has slowly returned as shelter in place restrictions have been reduced, many Marin Access clients are the most vulnerable population and may be slow to return to prior mobility levels. Marin Transit's FY 2021/22 budget, and this allocation request includes service levels that are 60% of the demand prior to the pandemic. As Marin Transit is able to better predict demand levels and revenue impacts from the pandemic the budget for services may need to be adjusted. Marin Transit will only claim Measure B funds for service and programs that operate.

Figure 1: Mobility Provided through Marin Access Programs (trips per year)

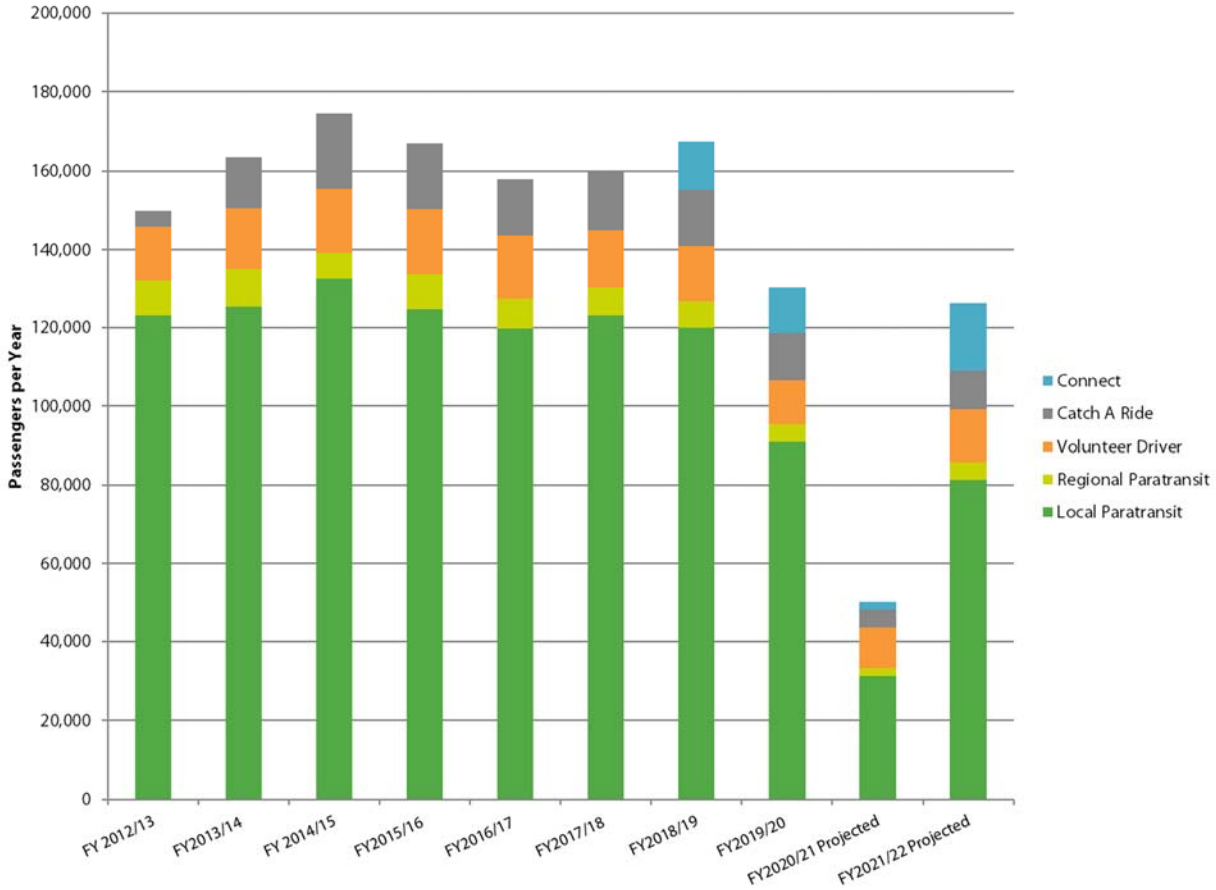


Exhibit A

Program Components:

Implementing a Mobility Management Program that identifies and implements mobility options for Seniors and Persons with Disabilities

Estimated Measure B Expenditure: $100,000

Marin Transit will provide sufficient program staff to design, implement, and manage Marin Transit's mobility management efforts including:

- Oversight of the Marin Access Mobility Management Center;
- Leadership and support of the Marin Mobility Consortium and its various subcommittees;
- Operation of the agency's travel training programs;
- Implementing and monitoring Mobility initiatives such as:
    - Adjustment of mobility management services to reflect changes in community needs due to the COVID-19 pandemic;
    - Technical assistance in the areas of specialized transportation operations, and coordination of transportation of resources to Marin's community transportation providers;
    - Improvements to coordination between human service agencies and transportation providers;
    - Evaluation of current travel training efforts and expansion of the program to include a volunteer travel ambassador program and eligible rider orientation sessions;
    - Continue implementation of electronic fare payment for all Marin Access programs;
    - Travel training to introduce riders to fixed-route transit and provide them with the confidence and knowledge to ride on their own;
    - On-going outreach on transportation resources and issues to Marin residents and stakeholder agencies; and
    - Represent Marin Transit and Marin Access at various meetings.

Support and Enhance paratransit (e.g. Marin Access Paratransit, operated by Whistlestop) and other local services focused on this population

Estimated Measure B Expenditure: $205,000

Measure B will partially fund Marin Access Travel Navigators who provide a one-call, one-stop service for information and eligibility for all of the Marin Access programs. The program will continue to conduct outreach in venues easily accessible and commonly frequented by older adults and people with disabilities.

Measure B funds will continue to support the operations of mandated and non-mandated local paratransit service.

Measure B will also provide funding for marketing and printing materials for the Marin Access program.

Create a "Paratransit Plus" program to serve older seniors who may not qualify for service under the Americans with Disabilities Act

Estimated Measure B Expenditure: $360,000

Measure B funds will continue to support and expand accessible transportation that can take same day reservations. These funds pay for the ***Catch-A-Ride*** program which is a subsidized

Exhibit A

taxi program for Marin County residents that are 65+ or ADA eligible. Riders can take up to 10 trips per month at a subsidy of up to $14 per trip after a base fare of $4. Catch-A-Ride trips are scheduled and dispatched through Marin Transit's contractor and provided by local Marin County taxis. In FY2020/21, the base fare of $4.00 was added to the Catch-A-Ride fare as part of the Marin Access fare restructuring and staff anticipated program usage would decline. FY2020/21 ridership did decline (64% from FY2019/20), but most of the decline is likely attributable to the COVID-19 pandemic. In FY2021/22, staff will continue to monitor Catch-A-Ride usage and evaluate the impact of adding the base fare and identify opportunities to streamline operations.

Measure B will provide support for the ***Transit Connect*** service The Connect pilot program started a new phase of the pilot beginning July 1, 2020. Connect provides same-day on demand services in a limited service area along the highway 101 corridor within 2.5 miles of SMART stations. The program provides two accessible vans on weekdays that are operated by the paratransit contractor and scheduled and dispatched through the UBER platform. The program budgets for 6,120 hours and is projected to provide 17,100 passengers trips in FY2021/22. While focused on Marin Access riders, Connect is also intended to provide first-last mile connections to SMART through employer partnerships. Evaluation of this pilot has been extended due the COVID-19 pandemic.

Implement other innovative programs to provide mobility to seniors as an alternative to driving

Estimated Measure B Expenditure: $279,944

Marin Transit continues to use Measure B funding for ***volunteer driver*** programs (STAR in East Marin and TRIP in West Marin) which allows Marin County residents that are 65+ or ADA eligible to identify trusted drivers and provide mileage reimbursements for up to 100 miles per month (400 miles in West Marin). In FY2020/21, the reimbursement rate for the volunteer driver programs was increased from $0.35 to $0.60 per mile. Staff projected the increased reimbursement rate would lead to an increase in program participation, but the impact is unclear due to the drop in ridership related to the COVID-19 pandemic. While there are currently fewer riders, the remaining riders have reported that they appreciate the rate increase and they have increased their reimbursement requests up to the new allowable monthly mileage limits.

Marin Transit has reworked the "Gap-Grant" Program as the "Marin Access Innovation Incubator" to achieve an emphasis on program sustainability and to avoid duplicating services already offered by the District. These funds will continue to provide a small source of competitive funding for local agencies to support, expand or implement new transportation services that meet the requirements of Measure B. In FY 2021/22, Marin Transit will release an open call for projects that will allow stakeholders to propose projects that improve mobility for residents of Marin County. The call for projects will be posted to the MCTD website and will be publicized through our stakeholder networks including the Marin Paratransit Coordinating Council and the Marin Mobility Consortium. Staff recognize that applicants may need technical assistance and support to identify projects; staff will work with applicants to develop their applications as appropriate to ensure that funds are allocated to the most promising projects.

Marin Transit has moved the low-income fare assistance program to this Measure B component since, with recent fare changes, the fare credits will no longer be limited to travel on paratransit. The Low Income Fare Assistance (LIFA) will be able to be used for travel on all local Paratransit, Catch-A-Ride, and rural Dial-A-Ride. In July 2020 Marin Transit implemented an expanded LIFA program that is streamlined to make it easier to administer and navigate for applicants and eligible users. Changes to eligibility requirements and the expansion of the LIFA program have increased the number of eligible riders that can utilize the program and the subsidies provided.

Expenditures are estimated by program components, but actual expense may shift based on the implementation schedule of each program. Total expenditures will not exceed the allocation amount.

Exhibit A

Strategic Plan Update Programmed for FY 2021/22:

Requested Amounts: $944,944

Cash flow Availability: 100% of Measure B funds available for reimbursement in FY 2021/22.

Other Funds: $0

Project Delivery Schedule: July 1, 2021 – June 30, 2022

Environmental Clearance: Not Applicable

Transportation Authority of Marin

DATE: July 22, 2021

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director
Derek McGill, Director of Planning

SUBJECT: Update on US 101 Part-Time Transit Lane Feasibility Study (Discussion), Agenda Item No. 9

RECOMMENDATION

The TAM Board receives an update on the draft Marin County US 101 Part-Time Transit Lane Feasibility study (formerly referred to as bus-on-shoulder lanes).

The item was presented to Administration, Projects and Planning (APP) Executive Committee at its July 12 meeting for review and discussion. The APP Executive Committee provided staff with feedback on the study and expressed support for the concept.

BACKGROUND

In June 2019, the TAM board authorized the Executive Director to enter into agreements with Caltrans to accept a $308,000 planning grant to conduct the Marin County US 101 Part-Time Transit Lane Feasibility Study and provide a local match (in-kind staff time funded by city/county fee) in the amount of $42,000. Part-Time Transit Lanes, sometimes known as bus-on-shoulder, is a concept that has been successfully implemented in various parts of the US, as well as piloted in California. During peak hours, public transit buses are allowed to operate on the shoulder of the highways to bypass areas of traffic congestion. Due to the part time operation and use allowed specifically for transit vehicles, Caltrans refers to bus-on-shoulder operations as part time transit lanes. This operational exception can significantly improve travel times for transit, improve transit reliability and make transit a more attractive travel option.

On April 23, 2020, the TAM Board approved a contract with Kimley-Horn to prepare the Marin County US 101 Part-Time Transit Lane Feasibility Study, in the amount not to exceed $308,000. This study assesses the feasibility of this approach on US 101 in Northern Marin County. Study area limits are approximately between Mission Avenue in San Rafael and San Marin Avenue in Novato.

DISCUSSION/ANALYSIS

Since contract award, TAM staff has formed a technical advisory committee (TAC) comprised of staff from local transit operators, local jurisdictions, Caltrans District 4 and headquarters, Metropolitan Transportation Commission (MTC), and California Highway Patrol (CHP), to help guide the development of the Feasibility Study. This TAC has supported the development and review of the Feasibility Study.

The Feasibility Study assesses the existing conditions in the corridor, and the development of a concept design and operational plan, as well as the capital costs and benefits associated with the concept. The Feasibility Study also assesses how Part-Time Transit Lanes would interact and relate to other capital investments underway and planned for the corridor. The attached presentation presents the findings of the draft Feasibility Study and outlines the steps for finalizing the Study.

FISCAL IMPACTS

Not applicable at this time. The development of the Feasibility Study is funded with a Caltrans planning grant with committed local match that has already been approved by the TAM Board. Additional funding will be required to support the continued development of this concept including environmental review and subsequent design and operational phases of any Part Time Transit Lanes in the corridor.

NEXT STEPS

Staff will present the findings of the draft feasibility study to local transit operators' boards and committees. Based on input received, staff will develop and present the final Feasibility Study for the TAM Board's approval.

ATTACHMENTS

Attachment A – Staff Presentation

Transportation Authority of Marin

US 101 Part-time Transit Lane Feasibility Study

TAM Board of Commissioners Meeting

July 22, 2021

Kimley»Horn

Agenda

- Project Overview and Process
- Pilot Project Description
- User Benefits
- Highway Systems Plan
- Project Next Steps

US 101 Part-time Transit Lane Feasibility Study

Project Overview and Process

Project Objectives

- Reduce transit travel times
- Improve transit competitiveness with automobiles
- Equitably serve low-income communities
- Reduce transit operation costs in the corridor
- Increase corridor person throughput and decrease VMT
- Determine cost effectiveness in terms of transit travel time benefits achieved, transit ridership and capital costs
- Maintain or improve CHP's enforcement ability on US 101
- Maintain or improve safe operations in the corridor

Study Purpose

- Assess the feasibility of part-time transit lanes (PTTL) on US-101 in northern Marin County
  - Determine geometric suitability
  - Develop concept plans and evaluate travel benefits
  - Determine next steps for implementation
  - Assess relationship to other ongoing US-101 projects
  - Educate the public about PTTL and receive input
  - Coordinate with CHP, Caltrans, County of Marin, Golden Gate Transit, Marin Transit, MTC, and City of Novato and San Rafael, to help procure a successful project

Study Process

- Existing Conditions Report
- Concept Plan
- Pilot Operations Plan
- Corridor Evaluation Report
- Highway Systems Plan/Feasibility Study
- Engagement Activities
  - 2 Rounds of Outreach
  - 4 TAC Meetings
  - Leadership Team Meeting
  - Caltrans Meetings

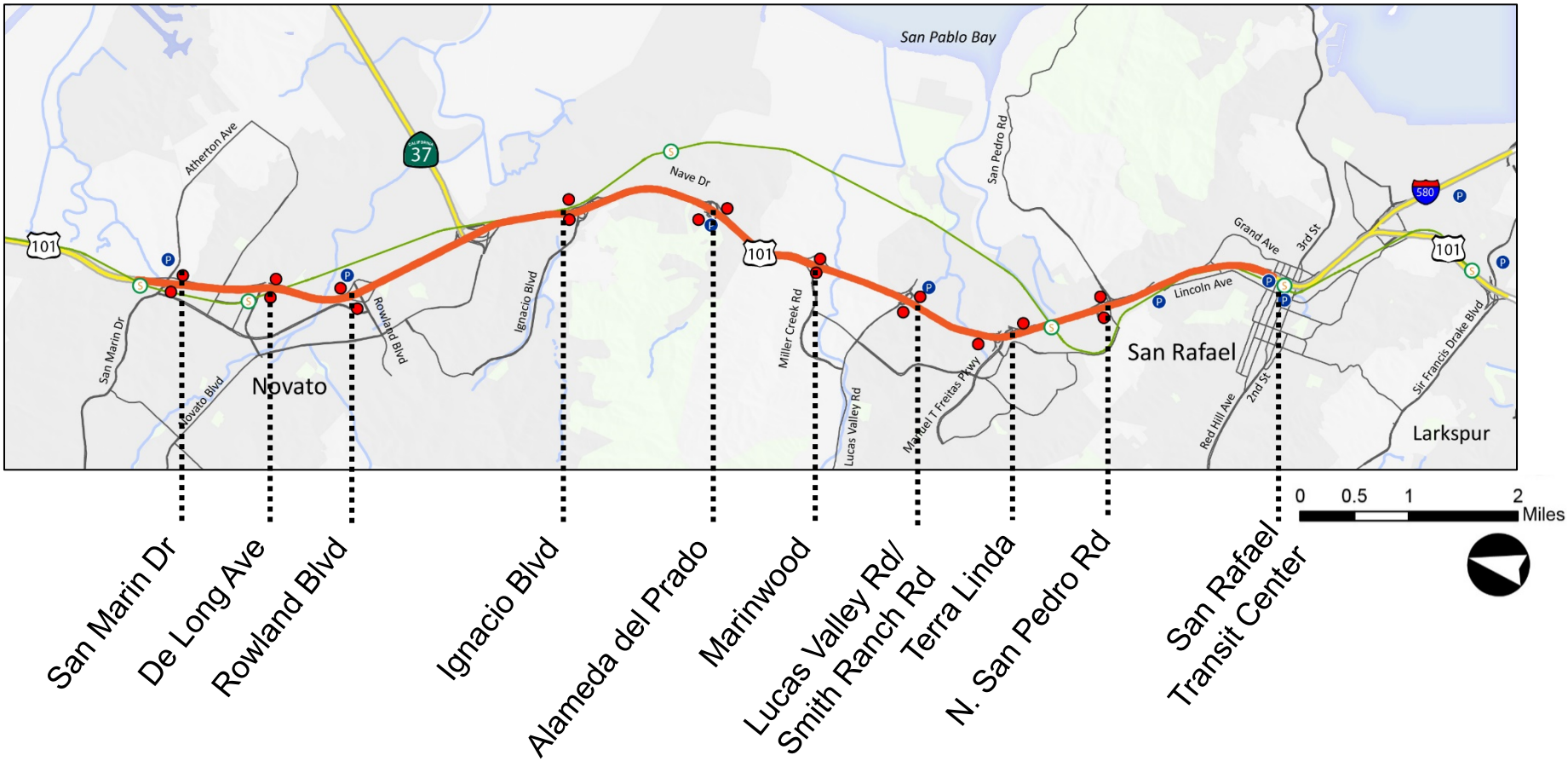
Outreach Activities (Round 1)

- Project Website
- Informational Video (nearly 1,000 views)
- Survey (238 responses)
- All Materials in English and Spanish
- Spreading the Word
  - Press Release
  - Social Media
  - E-Blast
  - TAM Newsletter
  - Postcard
  - On-Board Poster

Outreach Survey Results

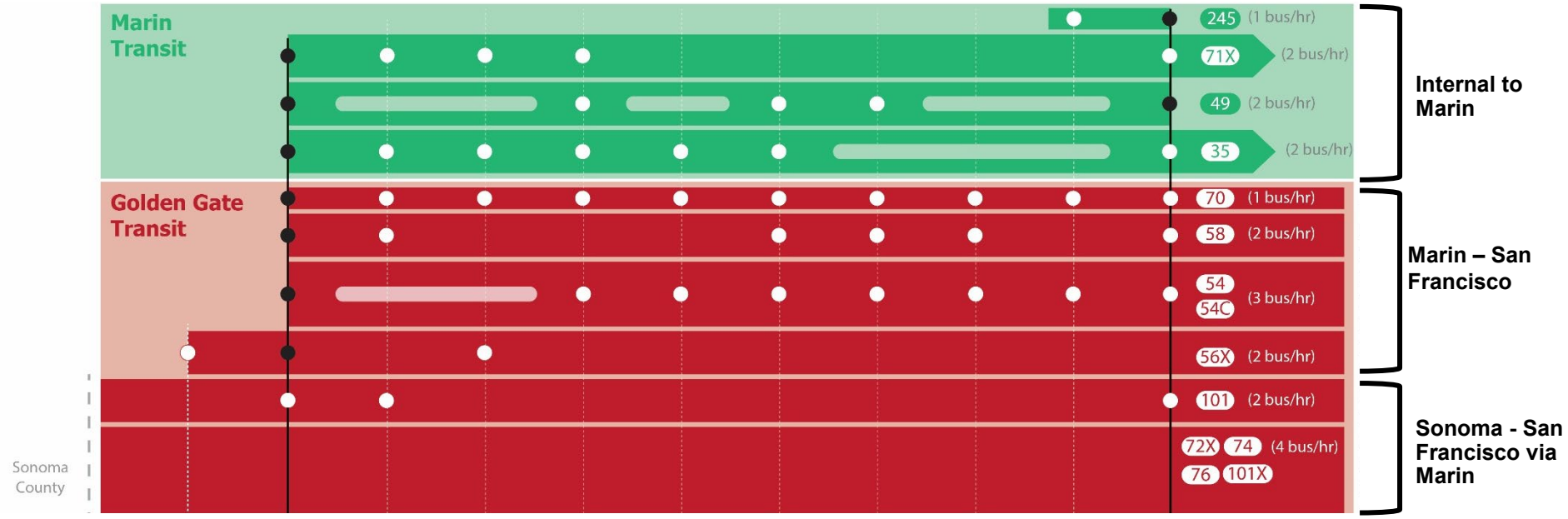
- *"Travel time is too long"* is #1 reason don't take transit to commute (27%)
- *"Faster trip times"* is #1 requested improvement among existing riders (25%)
- General support for the PTTL project and belief the project will help reduce commute times
- Concerns around auto use of shoulder, emergency vehicle access, minimal benefit to autos

Study Area


Legend
US 101 Study Corridor
Freeways
Arterials
SMART Rail Corridor
SMART Station
Park-and-Ride
In-line bus stop
San Pablo Bay
Atherton Ave
37
Nave Dr
San Pedro Rd
580
101
Grand Ave
3rd St
Lincoln Ave
San Marin Dr
Novato Blvd
Novato
Rowland Blvd
Ignacio Blvd
Miller Creek Rd
Lucas Valley Rd
Manuel T Freitas Pkwy
San Rafael
Red Hill Ave
2nd St
Sir Francis Drake Blvd
Larkspur
0 0.5 1 2 Miles
San Marin Dr
De Long Ave
Rowland Blvd
Ignacio Blvd
Alameda del Prado
Marinwood
Lucas Valley Rd/
Smith Ranch Rd
Terra Linda
N. San Pedro Rd
San Rafael
Transit Center

Existing Transit Service

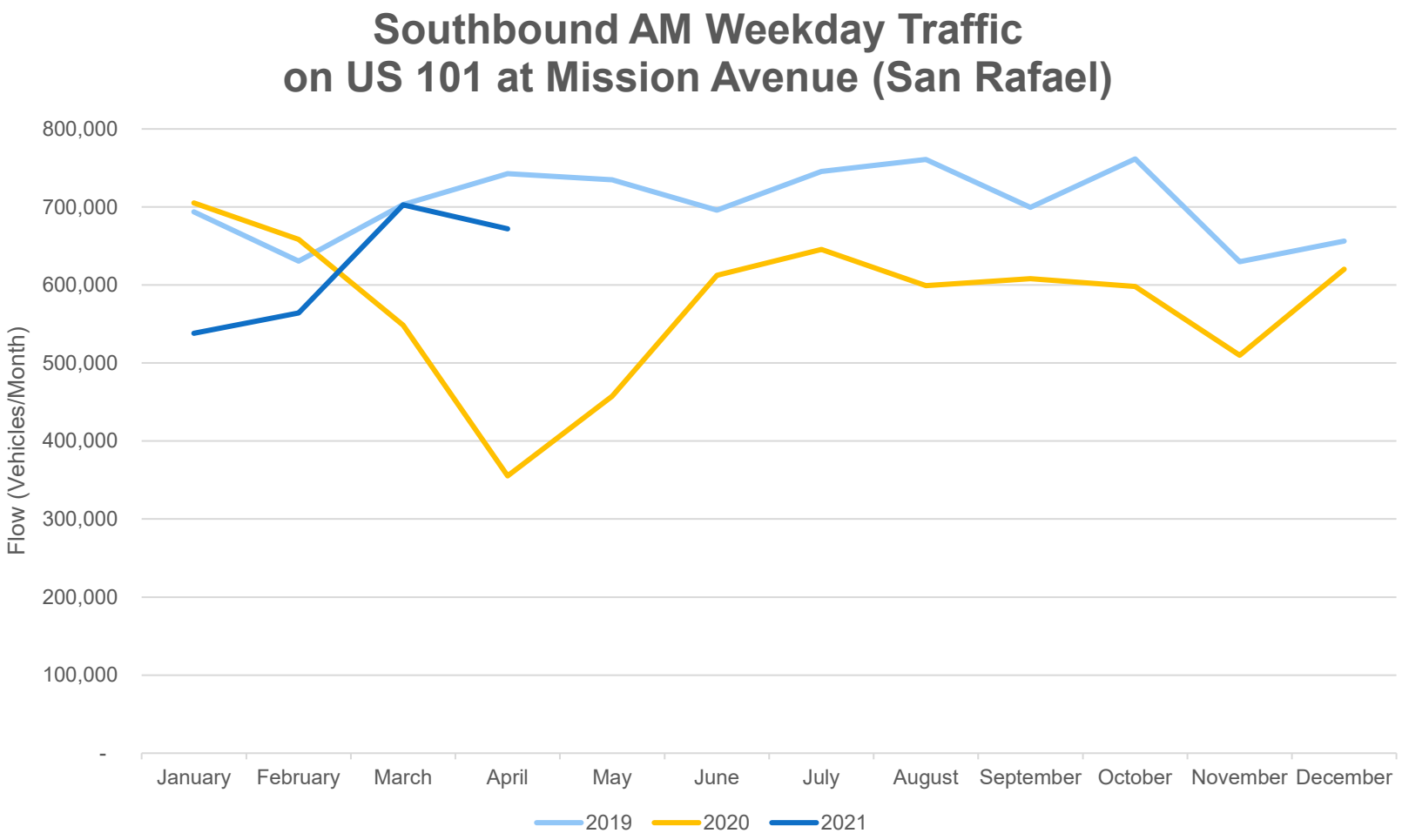
- 350 transit bus trips in study corridor
- 22 buses traveling in peak direction in peak hour



Existing Congestion

- Southbound Direction
  - Average AM delay of over 16 minutes
  - Minimal recurring PM delay
  - Congestion extends from roughly North San Pedro Road to De Long Avenue
- Northbound Direction
  - Minimal recurring AM delay
  - Average PM delay of up to 3 minutes, but generally not recurring

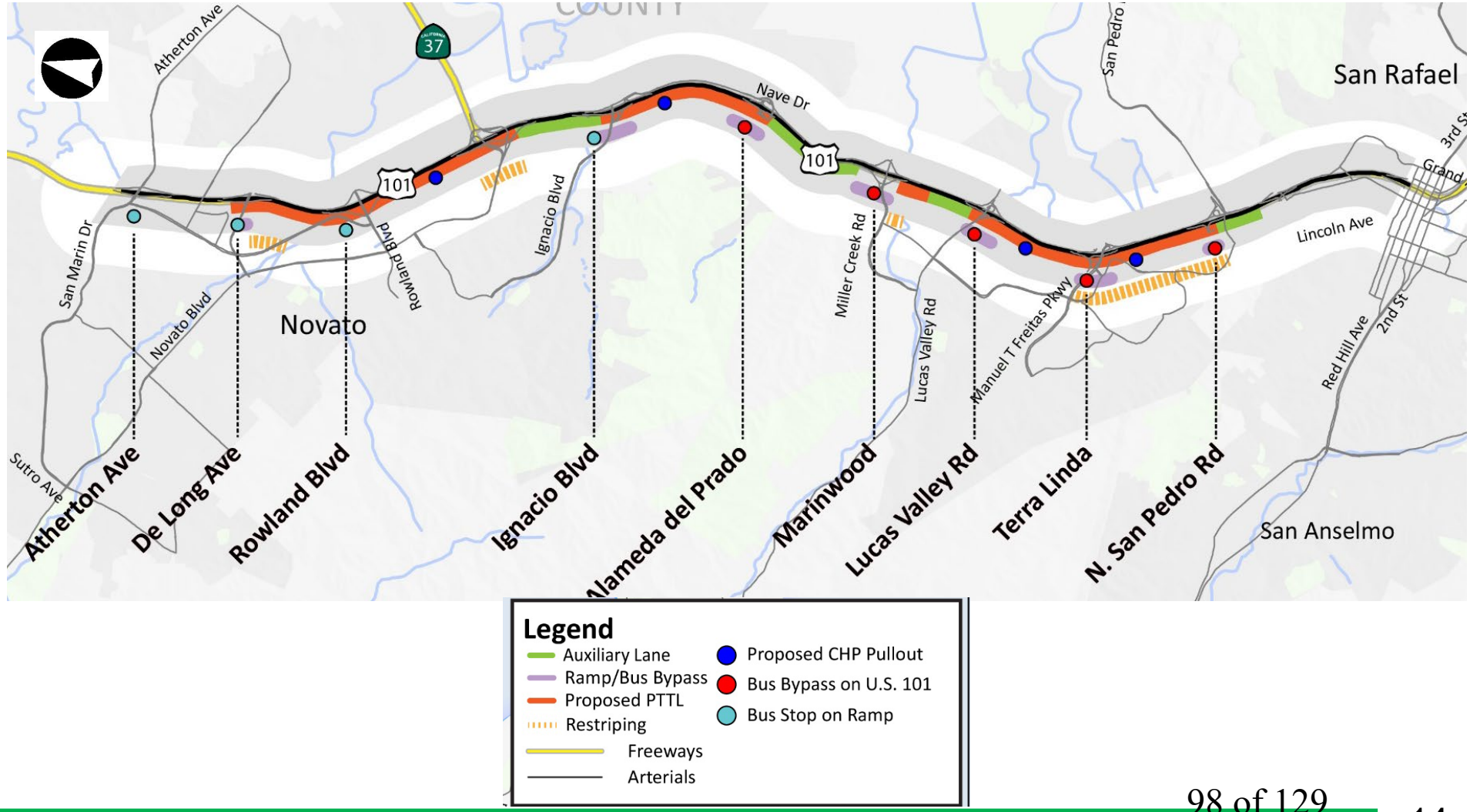
COVID Implications



US 101 Part-time Transit Lane Feasibility Study

Pilot Project Description

Concept Summary



Operational Scenarios

- Speeds drop below 35 mph
  - Typical in AM peak period
- Buses can go up to 15 mph above traffic, not to exceed 35 mph
- Buses yield to any enforcement, construction, maintenance, incidents, or weather occupying or affecting shoulder
- Express buses may benefit during peak of the peak by using PTTL instead of congested HOV

Capital Improvements Summary

- Limited shoulder widening in some segments through restriping or limited widening within ROW
- Static signage and markings
- CHP Enforcement Areas
- Drop inlet grate modifications
- Re-paving
- Does not modify in-line station locations or access
- Total cost of improvements (2021$): $6 - $7M

Operating Costs and Savings

- Ongoing PTTL operating costs include:
  - Operator training
  - PTTL maintenance (debris removal)
  - Freeway Service Patrol
  - Enforcement
- Reduced travel times could provide $100k - $200k annually in savings for transit operators
  - Savings from improved on-time performance, additional service, or reduced costs from operations
  - Savings could be larger in the future as operating costs continue to escalate

US 101 Part-time Transit Lane Feasibility Study

User Benefits

Ridership and VMT Benefits

- 6 - 8% increase in southbound ridership from reduction in average travel times for local buses
- Reduction of 196,000 – 265,000 annual VMT
  - Very conservative estimate based on only in-corridor trip length and only including AM peak benefits
- Doesn't account for anticipated congestion growth in corridor

Array of Benefits

- Environment
  - VMT and GHG reductions can serve as mitigation to climate change impacts
- Transit Operations
  - Opportunity to make schedules more efficient and for operator to provide more service for the same cost
  - Regional bus services may also benefit by using PTTL during peak of the peak
- Users
  - Improved reliability
  - Local bus making all stops becomes competitive with auto
- Opportunity to serve as a key component of post-COVID transit recovery strategies
  - Consistent with MTC Blue Ribbon Task Force identification of transit priority treatments to spur transit recovery

Equity Benefits

- PTTL have the potential to provide greater proportional benefits to services with a higher propensity of use by historically disadvantaged communities

Characteristic	Internal to Marin (MT 35, 49, 71X, 245)	Marin – San Francisco (GGT 38, 54, 54C, 56X, 58, 70)	Sonoma – SF, via Marin (GGT 72X, 74, 76, 101, 101X)	Marin County General Population
Minority %	**80%**	**32%**	**31%**	*29%*
Household Income <$50K	**46%**	**19%**	**22%**	*20%*
Language other than English spoken at home	**45%**	**9%**	**15%**	*23%*
Daily average travel time savings for routes (minutes)	**68.9**	**38.1**	**19.4**	-

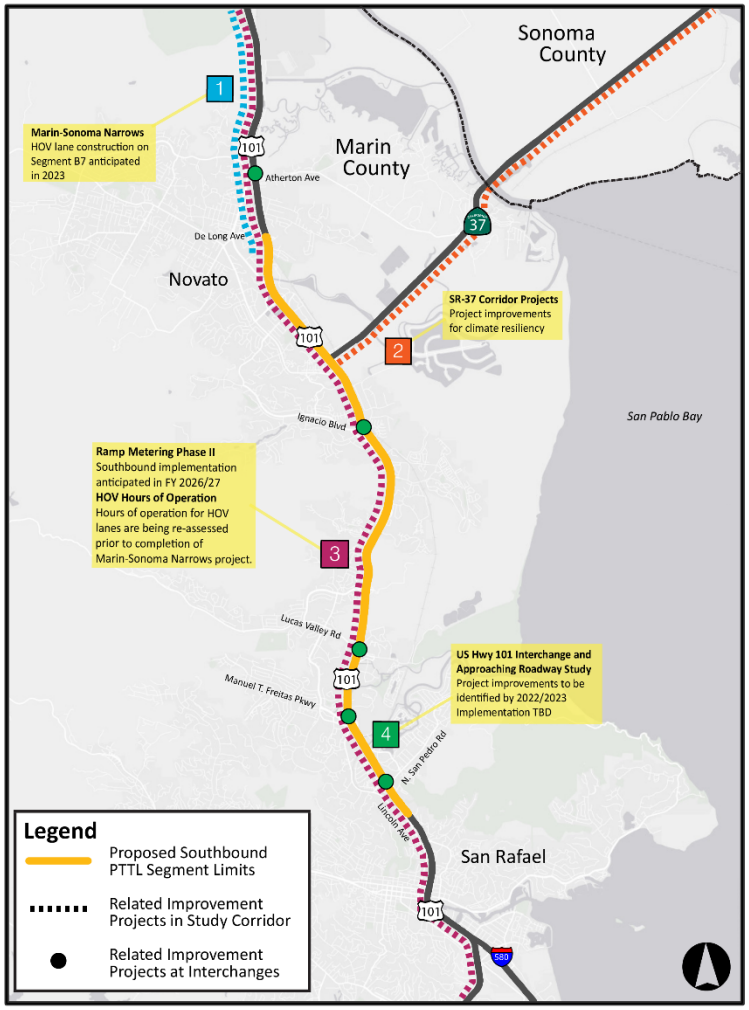
Source: MTC On-board surveys, 2017-2018; U.S. Census Factfinder, 2019

US 101 Part-time Transit Lane Feasibility Study

Highway Systems Plan and Feasibility Study

Coordination with Planned Improvements

- Key projects happening in the study area
  - Marin-Sonoma Narrows
  - HOV Hours of Operations
  - Ramp Metering Phases I and II
  - Highway 101 Interchange and Approaching Roadway Study
  - SR-37 Corridor Projects



Systems Plan

- Several projects **improve inter-regional trip flow**, mainline operations for autos, and transit operations
- **PTTL is a critical component to enhance transit efficiency and desirability**, particularly for intra-regional travel and as a post-COVID transit recovery strategy
- **PTTL provides equity benefits** as part of comprehensive suite of corridor improvements
- Piloting PTTL will allow for assessment of benefits and trade-offs and understanding, if it is maintained, **how to best integrate with related corridor projects and maximize the existing system**

Project Next Steps

Current Phase Next Steps

- Release Draft Feasibility Study
- Public Outreach Activities
- Continued Coordination with Local Agency Partners
- Board Presentations
  - GGBHTD, Marin Transit, TAM

Subsequent Phase Efforts

- Identify grant programs and other funding sources
- Implementation process and approach driven by feedback received from stakeholder agencies
  - Prepare detailed safety analysis and performance monitoring plan
- Determine Caltrans and environmental clearance process (may be able to leverage SB288), advance design, and refine capital cost estimates
- Develop Concept of Operations and refine operating costs
- Monitor San Diego I-805 implementation to stay abreast of lessons learned

Legal/Statute Coordination

- California Vehicle Code does not allow for enforcement of PTTL for public transit buses only
- Monitor active legislation
  - Assembly Bill (No. 476) is at the California Legislature and may be considered next year
  - Would establish a statewide pilot program for PTTL implementations
- Align with future Caltrans design guidance on PTTL

Q&A

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DATE: July 22, 2021

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director
Derek McGill, Director of Planning

SUBJECT: Pandemic Response Update (Discussion), Agenda Item No. 10

RECOMMENDATION:

Discussion item only. Staff is seeking feedback on activities underway and potential next steps.

BACKGROUND:

Last June, as the world was beginning to assess the impacts of the global COVID-19 pandemic, the TAM board discussed its effects on transportation in Marin County, including the disruptive changes in the movement of people, goods and services. Staff presented a framework for the Board to adapt to changing conditions, while continuing to plan and support Marin's transportation needs.

Marin County is not unique in experiencing a dramatic shift in travel behaviors of its residents, workers and visitors, however TAM's proactive assessment of the challenges and potential opportunities to support recovery efforts has advanced significantly since last summer. TAM staff has updated the Board on changes to the agency work plans since the initial pandemic response, including operational changes at TAM, and in delivering transportation funding, projects and programs to the benefit of Marin County.

As recovery efforts are now underway and the impacts from the pandemic are better understood, the near-term and long-term planning of our local transportation systems continue to focus on supporting the recovery efforts and improving the quality of life of all who travel in Marin County.

DISCUSSION/ANALYSIS:

The pandemic and shelter in place order resulted in a reduction of travel never before experienced, and while auto travel conditions are beginning to recover to pre-pandemic levels, significant hurdles remain in transit and shared mobility services. Staff and partner agencies continue to monitor the various travel conditions on our rapidly changing system.

Staff has advanced efforts in response to Board direction, including to focus on equity, support transit recovery, and monitor and update programs to reflect changing conditions. Highlights from this update will

include regional transit recovery updates, an update on hours of operation for US 101 High Occupancy Vehicle (HOV) lanes, potential tasks to advance equity in transportation planning, and updates on programs including the TAM Quick Build program.

FISCAL CONSIDERATION:

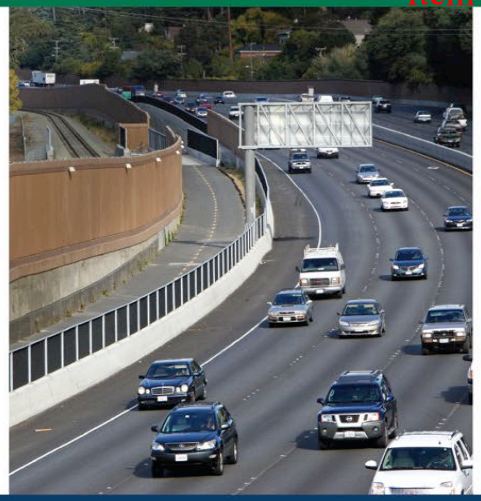
This item has no direct fiscal impact. Based on direction from the Board, staff recommendations will be brought back for further action and fiscal consideration if necessary.

NEXT STEPS:

Based on input received from the Board, staff will revise and provide program updates and potential changes for discussion at future Board meetings.

ATTACHMENTS:

Attachment A: Staff Presentation



Pandemic Response Update

TAM Board of Commissioners Meeting

July 22, 2021

Transportation Authority of Marin

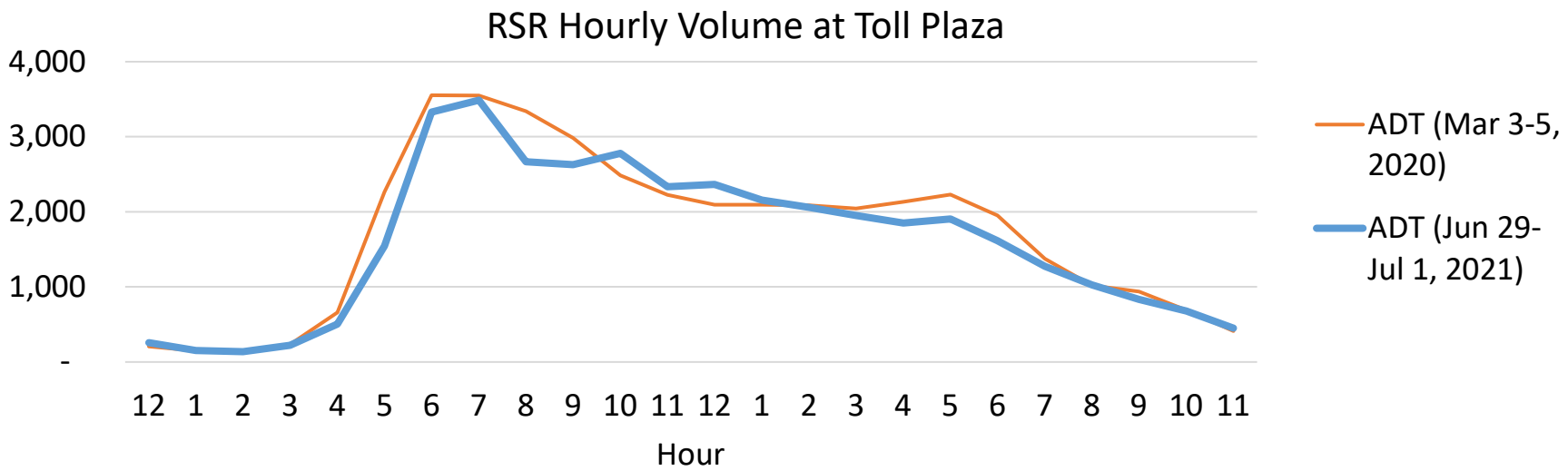
TAM Board Discussion – June 2020

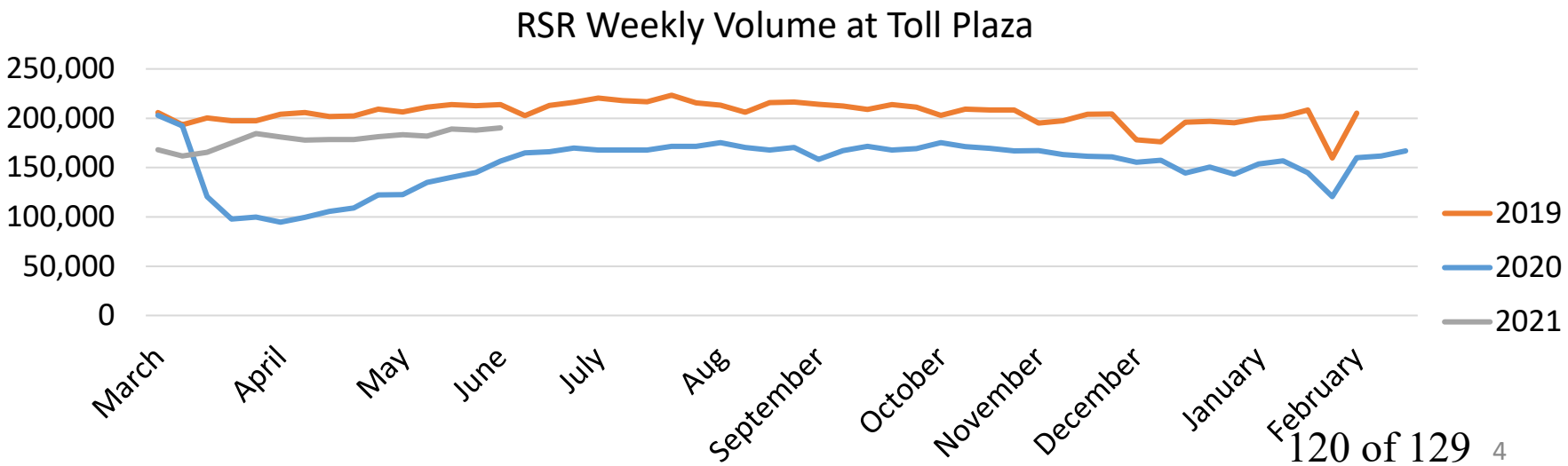
- Period of Uncertainty:
  - Funding
  - Mobility
  - Social change

TAM Board Direction

- Focus on Equity
- Conduct Quick Build Program
- Initiate Discussion on HOV Hours
- Monitor Budget/Revenues
- Conduct Ongoing Program Adjustments

Updated Travel Conditions





Updates on Programs/Efforts

- Transit Recovery
- HOV Hours
- Quick Build Program
- Program Changes
- Equity
- Agency Operation Update
  - ✓Continue focus on funding & costs
  - ✓Staff back to the office in person about 2 days a week

Transit Recovery

- MTC's Blue Ribbon Transit Recovery Task Force
  - Priorities include:
    1. Fare Policy and Collection
    2. Branding, Mapping and Wayfinding
    3. Bus Transit Priority
- US 101 Part-Time Transit Lane Study
- Federal Relief Funding

Source ($ millions)	Marin Transit	GGBHTD	SMART
CARES	$10.1	$51.6	$14.9
CRRSAA	$4.2	$59.8	$1.8
ARP (Prelim.)	$4.3	$96.1	TBD (subject to Sonoma distrib.)

HOV Hours

- Coordination with MTC, Caltrans & Transit Operators
- Supportive action for Transit Recovery & Equity
- MSN - Hours of Operations
- Approach MTC for Funding
  - Fill Gaps in Traffic Analysis
  - Conduct Public Outreach
  - HOV Enforcement Planning

TAM BOARD RESO 2017-2

Condition for HOV Hours Change	Status
Ramp Metering	Project underway
Part Time Transit Lane	Study near completion
Conduct Traffic Studies/Define Success	Scoping underway
Public Information Campaigns	Scoping TBD
HOV Enforcement	TBD

Quick Build Program

- First TAM Program of its kind
- Used Measure AA Innovation funds
- Program Goals
  - Support active transportation and transit
  - Support businesses and complying with social distancing
  - Rethink street use and design in communities
  - Develop design interventions that are easy to install
- Complemented by MTC Quick Strike program

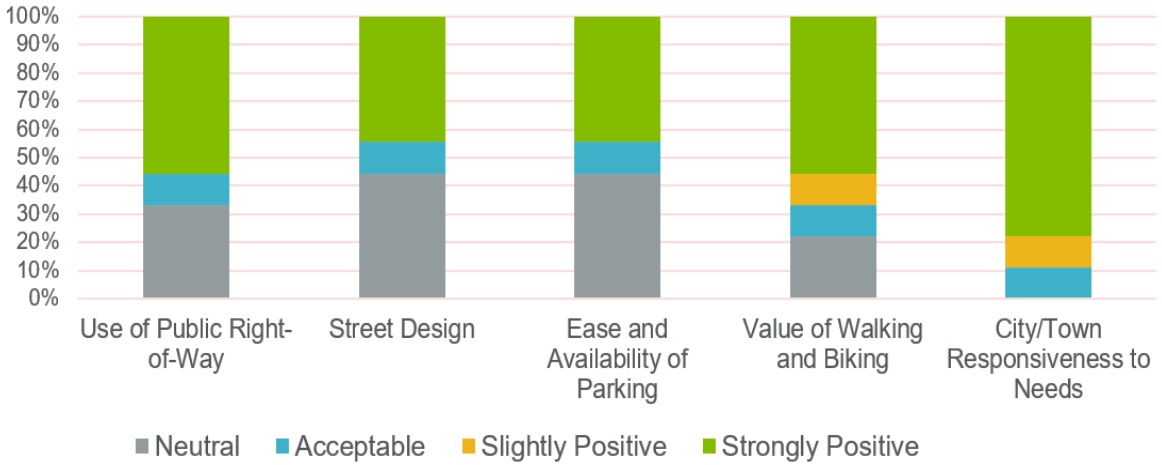
Quick Build Program

- Employer Survey Conducted
  - ✓ Overwhelming Positivity
- Program met Goals
- Continue Quick Build Initiatives
- Refine Implementation focus on Street Redesign/Active Transportation

Has this project positively or negatively influenced your views on any of the following topics?

No respondent indicated anything below "neutral" on all topics.

Answers were provided via a sliding scale from 1-10 (10 being Strongly Positive)

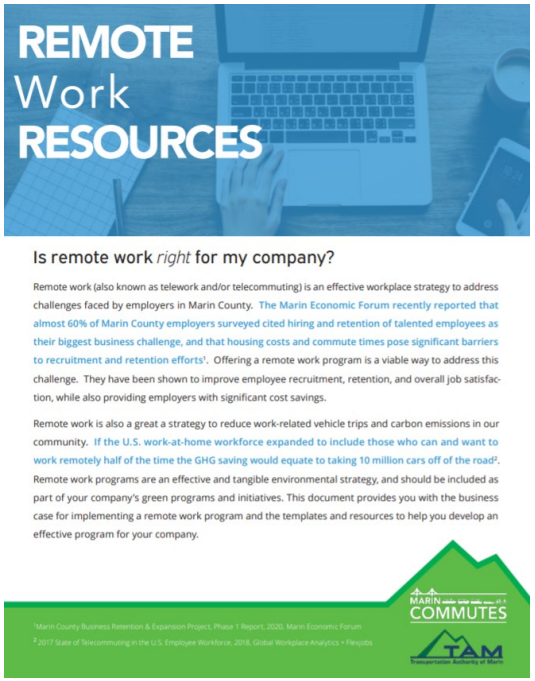


Equity

- Coordination with Transit Operators, County and MTC
- Tasks Underway
  - Demographic analysis
  - Website translation feature
  - Safe Routes program changes
  - Strategic Plan Guiding Principle added
  - EPC (COC) points for TFCA/TDA call for projects
  - Update San Rafael CBTP
  - US 101/580 Stakeholder group/outreach plan
  - Diversity/bias training
- Potential Tasks
  - Establish Equity Roundtable/working group
  - Develop Agency Public Participation Plan
  - Equity Action Plan
  - Additional Training/Education

TAM Program Changes

- TAM Continues to modify programs and events to respond to changes
  - Direct changes to ongoing programs – Safe Routes, Crossing Guards, Marin Commutes, Release of Reserve Funds (FY20/21), Outreach, etc.
  - Influencing factor in longer term programs



REMOTE Work RESOURCES

Is remote work *right* for my company?

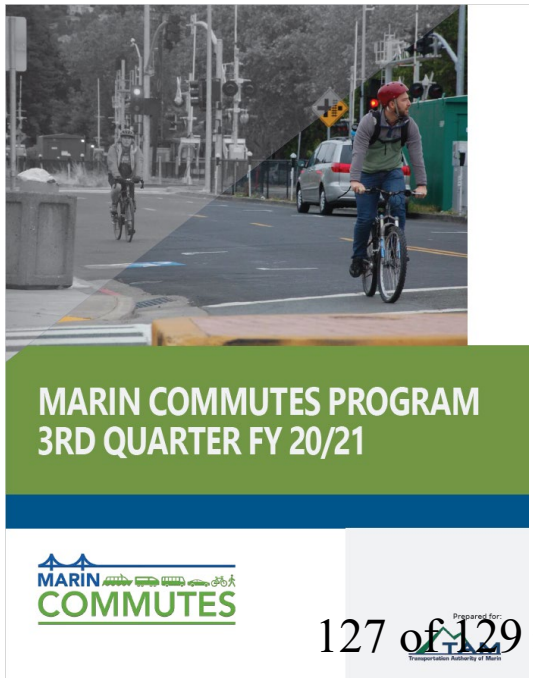
Remote work (also known as telework and/or telecommuting) is an effective workplace strategy to address challenges faced by employers in Marin County. The Marin Economic Forum recently reported that almost 60% of Marin County employers surveyed cited hiring and retention of talented employees as their biggest business challenge, and that housing costs and commute times pose significant barriers to recruitment and retention efforts[1]. Offering a remote work program is a viable way to address this challenge. They have been shown to improve employee recruitment, retention, and overall job satisfaction, while also providing employers with significant cost savings.

Remote work is also a great a strategy to reduce work-related vehicle trips and carbon emissions in our community. If the U.S. work-at-home workforce expanded to include those who can and want to work remotely half of the time the GHG saving would equate to taking 10 million cars off of the road[2]. Remote work programs are an effective and tangible environmental strategy, and should be included as part of your company's green programs and initiatives. This document provides you with the business case for implementing a remote work program and the templates and resources to help you develop an effective program for your company.

[1] Marin County Business Retension & Expansion Project, Phase 1 Report, 2020, Marin Economic Forum
[2] 2017 State of Telecommuting in the U.S. Employee Workforce, 2018, Global Workplace Analytics + Flexjobs

MARIN COMMUTES

TAM Transportation Authority of Marin



MARIN COMMUTES PROGRAM
3RD QUARTER FY 20/21

MARIN COMMUTES

Prepared for:
TAM Transportation Authority of Marin

Next Steps

- Continue to monitor travel conditions
- Continue to adapt TAM programs, projects and planning as needed
- Support Transit Recovery
- Advance HOV Hours of Operations Changes
  - Request Funding from MTC
- Consider future Quick Build Programs
  - Safe Pathways
  - Alt Fuels Program
  - TDM/Mobility Programs
- Conduct Equity Tasks Underway & Expand Efforts

Questions and Discussion

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